

The Hongkong Telegraph.

No. 3051

FRIDAY, JANUARY 22, 1892.

SIX DOLLARS
PER QUARTER

Banks.

THE NATIONAL BANK OF CHINA, LIMITED.

Authorized Capital £1,000,000
Subscribed Capital £500,000

HEAD OFFICE—HONGKONG.

Court of Directors:—
D. Gillies, Esq. Chow Tung Shang, Esq.
Chan Kit Shan, Esq. W. Wotton, Esq.
C. J. Hunt, Esq. Kwan Hol Chuen, Esq.
Chief Manager,
GEO. W. F. PLAYFAIR.

ADVISORY COMMITTEE IN LONDON:—

THOMAS CARMICHAEL, Esq.—Messrs. Dent, Palmer & Co.
JOHN BUTTERY, Esq.—Messrs. John Buttery & Co.
C. B. STUART-WORTLEY, Esq., M.P., for Hallam.
GEO. MUNRO, Manager.

Bankers:—

London: The Alliance Bank (Ltd.)

Scotland: The Commercial Bank of Scotland.

SHANGHAI.

ADVISORY COMMITTEE.

H. H. Hui Fu Yuen. Lim Kwan King, Esq.
Ma Kie Tehong, Esq. Chu Ming Sang, Esq.
Tong Kwei Sang, Esq.
C. J. GALLOWAY, Manager.

AMOI—J. ANDERSON, Manager.

CURRENT ACCOUNTS opened. Money received on Deposit. Drafts issued. Bills purchased and collected. Advances made on Securities or goods in neutral Godowns. Usual Bank Agency business undertaken. Interest for 12 months Fixed, 5 per Cent.

CURRENT ACCOUNTS For Rates of Interest for other periods apply to the Manager.

Hongkong, 20th January, 1892. [8]

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

AUTHORISED CAPITAL £2,000,000.

PAID-UP CAPITAL £500,000.

LONDON:

Head Office.....40, Threadneedle Street.

West End Office.....25, Cockspur Street.

BRANCHES IN INDIA, CHINA, JAPAN AND THE COLONIES.

THE BANK includes MONEY ON DEPOSIT, Buys and Sells BILLS OF EXCHANGE, ISSUES LETTERS OF CREDIT, forwards BILLS for COLLECTION, and Transacts Banking and Agency Business generally, on terms to be had on application.

E. W. RUTTER, Manager.

Insurances.

THREE IMPORTANT FACTS ABOUT THE

STANDARD LIFE OFFICE.

1.—HALF A MILLION STERLING per annum is being paid in Death claims year by year.

2.—THE FUNDS IN HAND amount to upwards of Seven Million pounds Sterling and have increased 50 per cent. in the last 15 years.

3.—THE LIVES who die are annually replaced by more than double the number of new carefully selected lives.

DODWELL, CARLILL & Co., Agents, Hongkong.

NOTICE.

THE MAN ON INSURANCE COMPANY LIMITED.

CAPITAL SUBSCRIBED.....£1,000,000.

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on GOODS, &c. Policies granted to all Parts of the world payable at any of its Agencies.

WOO LIN YUEN, Secretary.

HEAD OFFICE.

No. 7, QUEEN'S ROAD WEST, Hongkong, 1st February, 1892. [126]

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED).

CAPITAL, TARIFFS 600,000. £833,333-33.

RESERVE FUND £318,000-00.

BOARD OF DIRECTORS. LO YUK MOON, Esq.

LOU TAO SEUK, Esq.

MANAGER—HO AMEL.

MARINE RISKS on GOODS, &c., taken at CURRENT RATES at all parts of the world.

HEAD OFFICE, 5 & 6, PRAYA WEST, Hongkong, 17th December, 1891. [1178]

NOTICES OF FIRMS.

NOTICE.

THE Undersigned has this Day established himself as AUCTIONEER and GOODS BROKER.

GEO. P. LAMBERT.

Hongkong, 7th December, 1891. [11]

Intimations.

CUSTOMS NOTIFICATION.

No. 43.

THE CHINESE NEW YEAR HOLIDAYS will be observed at this Office and the Kowloon Customs Stations, from the 29th of the 12th moon to the 6th day of the 1st moon, at 8 a.m., (29th January to 4th February), and during that period all Shipment, Discharge, and Examination of Cargo will be suspended.

J. MCLEAVY BROWN, Commissioner of Customs for Kowloon & District.

Custom House, Kowloon, 2nd January, 1892. [110]

SEQUAH SPEAKS.

To the Hail and the Lame; To the Incurables;

To those whom Doctors have failed to relieve;

To those whose life is a misery on account of suffering and pain;

ONCE DAILY,

at 3.30 p.m.

WEST POINT,

opposite

THE GODOWN CO'S WHARF.

SEQUAH'S OFFICES,

113, Praya West.

Hongkong, 19th January, 1892. [104]

PROFESSIONAL.

DENTON E. PETERSON, Doctor of Dental Surgery.

Room No. 22, Connaught House, Queen's Road.

Hours 9 to 12 A.M., 2 to 4 P.M.

Hongkong, 19th January 1892. [107]

GOVERNMENT NOTIFICATION.

INFORMATION has been received from the Military Authorities that ARTILLERY PRACTICE will take place from the Batteries at Stonecutters' Island from the 7th January till the end of the month, between the hours of 9 a.m. and 5 p.m. daily, SATURDAYS and SUNDAYS excepted.

The line of fire will be in Westerly and South-Westerly directions from the Batteries.

All Ships, Junks and other Vessels are cautioned to keep clear of the range.

By Command,

W. M. GOODMAN, Acting Colonial Secretary.

Colonial Secretary's Office, Hongkong, 31st December, 1891. [45]

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Fifty-first Ordinary Half-yearly MEETING OF SHAREHOLDERS in the Company will be held at the Office of the Company, No. 18, Bank Buildings, Queen's Road Central, on FRIDAY, the 29th instant, at 12 o'clock Noon, for the purpose of receiving the Report of the Board of Directors, together with a Statement of Accounts, declaring a Dividend, and electing Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 16th to 20th inclusive. By Order of the Board of Directors, T. ARNOLD, Secretary.

Hongkong, 17th January, 1892. [75]

THE WEST POINT BUILDING COMPANY, LIMITED.

NOTICE is hereby given, that the Third Ordinary Yearly MEETING of the SHAREHOLDERS in the Company will be held at the City Hall, on MONDAY, the 25th January, 1892, at 11.30 a.m., for the purpose of receiving the Report of the Board of Directors, together with a Statement of Accounts for the year ending December 31st, 1891.

The REGISTER OF SHARES will be CLOSED from Monday the 18th to Monday the 25th January, 1892, (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Board of Directors, A. SHELTON HOOPER, Secretary to the Hongkong Land Investment and Agency Company, Limited.

General Agents for the West Point Building Company, Limited.

Hongkong, 7th January, 1892. [64]

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

NOTICE is hereby given, that the Fourth Ordinary MEETING of SHAREHOLDERS in this Company will be held at the City Hall, on MONDAY, the 25th January, 1892, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors, together with Statement of Accounts for the year ending 31st December, 1891.

The REGISTER OF SHARES of the Company will be CLOSED from Monday, the 28th to Monday the 25th January, 1892 (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Board of Directors, A. SHELTON HOOPER, Secretary.

Hongkong, 17th January, 1892. [76]

THE INSTITUTION OF ENGINEERS AND SHIPBUILDERS OF HONGKONG, INCORPORATED.

NOTICE TO MEMBERS.

THE First Annual General MEETING of the MEMBERS of this INSTITUTION will be held at the Rooms, No. 16, Praya Central, on the Evening of SATURDAY, the 30th January, 1892, at 8 o'clock p.m., to receive and pass the Report and Statement of Accounts for the year ended December 31st, 1891.

W. H. WALKER, Secretary.

Hongkong, 17th January, 1892. [91]

Intimations.

LANE, CRAWFORD & CO.

FOR SALE.

SADDLERY.

BUCKSKIN RACE SADDLES. Hack Saddles. Saddle Cloths, Weight Cloths, Pony Clothing. Surcingles, Girths, Rollers, Stirrup Leathers. Stirrup Webs, Headstalls, Cruppers, Vastigales. Stable Brushes and Requisites of all kinds. Riding Boots, Jockey Boots, Boot Tops, Boot-top Liquid, Saddle Soap, Brown Leather Dressing. Orders for Riding Breeds and Racing Colours should be sent in at once.

Hongkong, 22nd January, 1892

KELLY & WALSH, LD.

JUST PUBLISHED—PRICE TO SUBSCRIBERS \$25.

CHINESE-ENGLISH DICTIONARY

By HERBERT A. GILES, H.B.M. Consul at Ningpo.

N.B.—The principal features of this Dictionary are as follows:—

- (1)—Syllabic arrangement according to the romanisation of Sir Thomas Wade, Peking tones (with entering tone indicated), phonetic grouping, etc., etc.
- (2)—By far the most extensive collection hitherto published of Chinese phraseology, illustrative of idioms, classical and colloquial, as well as of historical and mythological references and allusions, in which the author has been largely assisted by Mr. L. C. Hopkins, of H.B.M. Consular Service.
- (3)—The pronunciation of each character in nine dialects (and also in Japanese, Korean, and Annamese), romanised under a uniform system of orthography by Mr. E. H. Parker, H.B.M. Consul at Hoihow.
- (4)—Newly-revised Tables, dynastic, geographical, and calendaric: complete list of surnames, etc., etc., specially prepared by Mr. G. M. H. Playfair, H.B.M. Vice-Consul at Shanghai. Part I, consisting of p.p. 1-500 Royal 4to is now ready and will be delivered to Subscribers.

THE SUBSCRIPTION LIST WILL CLOSE JANUARY 31st, AFTER WHICH DATE THE PRICE WILL BE RAISED TO \$35 00.

KELLY & WALSH, LIMITED,

QUEEN'S ROAD CENTRAL, HONGKONG.

Hongkong, 22nd January, 1892. [6]

MOUTRIE, ROBINSON & CO.

Telegrams "MOUTRIE" Hongkong. (UNDER HONGKONG HOTEL). Established 1876.

PIANOS and ORGANS for cash at HOME PRICES or on the MONTHLY PAYMENT SYSTEM—Second Hand Instruments from \$150.

REPAIRING DEPARTMENT.—We have special facilities for all kinds of repairs and we guarantee all our work to be equal to any done at home. Estimates free.

MOUTRIE, ROBINSON & Co.

HONGKONG, (And at London, Shanghai, Kobe and Yokohama).

Hongkong, 20th January, 1892. [78]

W. BREWER

HAS JUST RECEIVED

PORTUGAL, by STEPHENS. Barracks, Bivouacs and Battles, by Archibald Forbes.

The Afghan Wars, by ditto.

Japanese Letters, Eastern Impressions of Western Men.

Frecks of Fanaticism, by Daring Gould.

Month in a Dandi—Bismarck.

Margate of Catesbury, by Truill.

Metallurgy of Argentiferous Lead, by Elzner.

Guns and Shooting, by Purple Heather.

Sankey's Cuts and Christian Choir.

Straight Cut Cigarettes.

Latest English Cigarettes.

Sweet Capital Cigarettes, and Full Dress Cigarettes.

W. BREWER,

UNDER HONGKONG HOTEL. [108]

ROBERT LANG & CO.

DRESS SUITS.

NEWEST MATERIALS FROM 830, SILK LINED.

A VERY LARGE SELECTION OF SCOTCH TWEEDS AND OTHER SUITINGS.

EVENING DRESS SHIRTS, latest style.

EVENING DRESS TIES and GLOVES.

EVENING DRESS & HOSE, SILK, THREAD, and MERINO.

EVENING DRESS SHOES and PUMPS.

Hongkong, 27th November, 1891. [89]

CRUICKSHANK & CO., LD.

FAMILY AND DISPENSING CHEMISTS,

AND Commission Agents.

WINTER REQUISITES.

CRUICKSHANK'S Cough Balm.

Do. Balmic Cough Lozenges.

Do. Cod Liver Oil Emulsion.

Do. Chlorate of Potash Tablets.

CHEST PROTECTORS, Single and Double, INHALERS, GODFREY'S COUGH PILLS, &c., &c.

CORK MATS, for use in Bathrooms. HOT WATER BOTTLES, &c., &c.

Hongkong, 16th January, 1892. [10]

W. POWELL & CO.

BLANKETS.

BLANKETS.

BLANKETS.

TRAVELLING REQUISITES.

PORTMANTEAUX, OVERLAND TRUNKS, GLADSTONE BAGS, &c., &c.

W. POWELL & CO.

Hongkong, 16th January, 1892. [5]

CARMICHAEL & Co., LD.

WINE AND SPIRIT MERCHANTS—TOBACCO AND CIGAR IMPORTERS.

AERATED WATER MANUFACTURERS.

SHIP CHANDLERS and GENERAL STOREKEEPERS.

GENTLEMEN'S OUTFITTING, select but inexpensive. SPORTING GUNS, RIFLES, REVOLVERS and AMMUNITION. PORPOISE-HIDE DARK, TAN RUSSIA-LEATHER and ENGLISH CALF BOOTS & SHOES. SCIENTIFIC BOOKS, NAUTICAL, ELECTRICAL, and ENGINEERING. SCIENTIFIC INSTRUMENTS, HAND-TOOLS and DRAWING INSTRUMENTS.

CARMICHAEL & Co., LTD.

15, Praya Central, Hongkong.

Hongkong, 14th January, 1892. [11]

Auctions.

PUBLIC AUCTION.

LANE, CRAWFORD & Co. have received Instructions to Sell by Public Auction, on account of the concerned,

ON MONDAY NEXT,

the 25th January, 1892, at 11 a.m., at 25/6, Lee Yuen Street, East.

A QUANTITY OF

MACH'ERY, METAL AND FITTINGS, Salvaged from the Wreck of the S.S. Tongshan, including:—

STEAM WINCHES, DONKEY ENGINE, STEERING ENGINE, ANCHORS, CONDENSER, LAMPS, SAILS, HAWSERS, CHAIN CABLES, BLOCKS and TACKLES, TELEGRAPHS, STEERING WHEELS, COMPASSES, VALVES, COPPER PIPES, BOILER TUBES, BRASS SCUTTLING, a quantity of BRASS and COPPER, CABIN and SALOON FURNITURE.

TERMS OF SALE.—Cash before delivery. All lots to be cleared within forty-eight hours after auction.

Catalogues will be issued: On view on Friday, the 22nd inst.

LANE, CRAWFORD & Co., Auctioneers.

Hongkong, 21st January, 1892. [113]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, on

WEDNESDAY,

the 3rd February, 1892, at 2.30 p.m., at their SALES ROOMS No. 3, Wyndham Street.

THE SCHOONER "MONTIARA," AS SHE NOW LIES IN YAU-MAN TAY.

Length 75 feet.

Beam 17 feet.

Depth of hold 7 1/2 feet.

Registered Tonnage 75 tons.

(Owing to recent alterations the carrying capacity of the Montara has been increased to about 120 tons dead weight.)

The Montara was built in Singapore, and is most solidly constructed of teak throughout, with iron-wood frames. She has recently been thoroughly overhauled under experienced European superintendence, fastened throughout with galvanised spikes, and newly re-coppered. Draft of water about 7 feet.

Also

THE ENGINES and BOILER OF THE CHINESE GUNBOAT "CHOP-CHEUNG," AS THEY LIE AT ABERDEEN DOCK.

The Engines of the Chop-cheung were constructed by Messrs. INGLIS & Co., of Wanchai, and are of the Compound Inverted Cylinder Direct-Acting Surface Condensing type, cylinders 20" and 38" dia., with a stroke of 26".

The Crank Shaft is 6 1/2" dia. at the Crank pin and 7" dia. at the journals. The H.P. Piston Rod is 3" and the L.P. 3 1/2" dia. The Piston and Connecting Rod bolts are 2" dia. Air Pump 1 1/2" dia. by 12 stroke. Single Acting Circulating Pump 8" dia. by 12" stroke, and Double Acting Feed and Bilge Pump (one each) 3" dia. by 12" stroke.

These Engines have been very little used and are in thoroughly good order.

The Boiler is of the Horizontal Multitubular type, with three Furnaces and vertical Dome on top. Its dia. is 10ft. 2" by 9ft. 10" long, external measurements; Furnaces, 2ft. 7" dia.; Dome, 4 1/2" dia. by 4ft. high; Tubes, 1 1/2" in number by 3" ex. dia. It is in fairly good condition, having recently undergone considerable repairs, and would last in active service for over five years.

All defects and errors of description at purchaser's risk.

The Engines and Boiler can be inspected on application to the Superintendent at Aberdeen Docks.

TERMS OF SALE.—Cash before delivery.

GORDON & Co. Auctioneers.

Hongkong, 14th January, 1892. [87]

For Sale.

FOR SALE.

THE Engines of the Steamer "LIELA" now in Penang.

Compound Surface Condensing Diameter of Cylinders 20" and 36", stroke 20".

For further particulars apply to

BUN HIN & Co., or to

JOHN STEPHEN, Engineer S.S. Chang-shu.

Hongkong, 14th January, 1892. [105]

REDUCTION IN PRICE.

NEW YEAR PRESENTS.

WATERBURY WATCHES

(MOST RELIABLE AND ACCURATE TIME-KEEPERS.)

E SERIES

Is now offered for 2 dollars 50 cents each.

GENTLEMEN'S J SERIES @ \$4.75 EACH.

LADIES' L " " "

Inspection is respectfully invited.

HITSUI BUSSAN KAISHA, 8, Queen's Road, Central.

Hongkong, 12th December, 1891. [1192]

CHS. J. GAUPP & CO.

CHRONOMETER, WATCH, and CLOCK-MAKERS, JEWELLERS, SILVER-SMITHS, and OPTICIANS.

CHARTS and BOOKS.

Intimations.

DAKIN BROS. OF CHINA, LIMITED, CHEMISTS, &c.

COD LIVER OIL JELLY.

THIS is a sweet and exceedingly palatable jelly easily retained and digested by the most delicate stomach. Children speedily grow fond of it and ask for more, and although it contains 50 percent of the purest Cod Liver Oil, all fishy taste and flavour is entirely covered.

In glass jars at 75 Cents.
COD LIVER OIL "GENUINE" NORWEGIAN.

This is without exception the finest oil that can be produced. Great care is taken in selecting healthy livers only in its manufacture, and as we buy direct from the manufacturer, we are able to guarantee it "Genuine".

Per bottle, 75 Cents and \$1.25.
COD LIVER OIL EMULSION.

A form in which the oil may be taken without difficulty by delicate patients and children.

Per bottle, \$1.
COD LIVER OIL EMULSION WITH HYPOPHOSPHITES (Lime and Soda).

A combination of great value in wasting diseases, especially of the Chest and Respiratory Organs.

Per bottle, \$1. Per dozen \$10.
BALSAM OF ANISEED AND LIQVORICE.

For the relief of all catarrhal complaints, such as Coughs, Colds, Hoarseness and Soreness of the Throat, &c.

In bottles, 50 Cents and \$1.
BALSAMIC COUGH LOZENGES.

A never failing remedy for Coughs.

In bottles, 50 Cents.
Nos. 22 & 24, QUEEN'S ROAD CENTRAL.

A. S. WATSON & CO., LD.

AMERICAN CHEROOTS.

These CHEROOTS, made from a fine selected quality of PENNSYLVANIAN TOBACCO LEAF, are mild, well matured, of excellent flavour, and will be found equal to Havanas. They are meeting with much favour in the Colony as an agreeable change from the usual Manila Cigar, and we confidently recommend them to the notice of Smokers.

PRICE \$5.50 per Box of 50.

WINES AND SPIRITS.

PORTS, SHERRIES, CLARETS, BRANDY, SCOTCH WHISKY, IRISH WHISKY, BOURBON WHISKY, GIN and RUM. Our assortment and well-known Brands of the above are bought direct from the most noted shippers, imported in wood and bottled by ourselves, thus enabling us to supply the best growths at moderate prices. We shall be pleased to furnish full particulars and price list on application.

CLAY'S FERTILIZER.

A high class fertilizer for pot plants and for use in the garden generally; it supplies natural nourishment to the soil, and assists the process of assimilation, thereby adding the plants to their full size, vigour and beauty. Sold in Tins containing 10 lb each.....\$1.50
do Bags do 25 lb do.....\$4.00
Directions for use are given on the label.

RANSOME'S "NEW PARIS" LAWN MOWERS.

The best and cheapest Machines in the market, for sale at manufacturers' prices.

LAWN GRASS SEED.

SWEET CORN SEED.

A fresh supply of the above just received.

A. S. WATSON & CO., LD.

THE HONGKONG DISPENSARY,
ESTABLISHED A.D. 1841.

Hongkong, 4th January, 1892.

The Hongkong Telegraph.

HONGKONG, FRIDAY, JANUARY 22, 1892.

LOCAL AND GENERAL.

—WHAT is woman worth? Double you, O man.

H.M.S. *Pigmy* left here yesterday for Shanghai, and the *Palliser* for Amoy.

THE "Princely House" is in mourning; "Buxey" has wrestled through his recent attack of *la grippe*.

THE Pope, who is a highly cultivated old gentleman, can speak English, German, Italian and French perfectly.

SHARE business still as dead as Methuselah. And, unhappily the prospects of a change for the better are not encouraging.

PROFESSOR BALDWIN's most instructive and enjoyable entertainment at the Theatre Royal, City Hall, to-night, at 9 o'clock.

A GENERAL MEETING of shareholders in the Chinese Insurance Co. (In liquidation) was held yesterday, when the report of the liquidator was presented. Mr. S. C. Michaelson (chairman) said that a contract had been made with a syndicate (mentioned in the report) by which it would not be necessary, as anticipated, to make any call on the shareholders. This would cost \$13,872, and a small portion of the paid-up capital would be saved, so that shareholders would receive about \$11 per share. The Company's revenue for the rest of the term of liquidation would be \$25 per month to the liquidator, \$30 office rent, and say \$10 p. t. expenses. Against that there would be \$50.60 monthly interest on the company's bank balance. The liquidator's report and accounts were adopted and Mr. J. Goodman was elected sole liquidator in place of Messrs. Michaelson and Dodwell. This concluded the business.

THE Chinese revenue cruiser *Ping Kiang*, Capt. N. P. Anderson, left Amoy for Shanghai on the 18th inst.

To those about to marry.—It is one of the easiest things in the world to economically lay out the money you never will have.

It is stated that no fewer than seven hundred languages are spoken on the African continent. What a chance for Mitchell-Innes!

Mr. R. WRIGHT, of the firm of Turner and Wright, well-known brokers in Manila, died suddenly of an apoplectic fit on the 14th inst.

THE premium on gold is rising in Italy, and silver is almost disappearing from circulation. A bad outlook for the future of the once almighty dollar.

THE P. M. S. S. Co.'s steamer *City of Peking*, with mails, &c., from San Francisco to the 31st ulto, has arrived at Yokohama, and will leave for this port to-morrow.

If you wish to ascertain if a dog is a thoroughbred or a cur, kick him. He will prove to be a well-bred, self-respecting dog you will probably require a new pair of trousers.

We learn from Manila that the new Captain-General of the Philippines has recently sent home to Spain a number of officials for alleged malpractices in the performance of their duties.

A NEW cure for hydrophobia is said to have been discovered by a certain Dr. Engels in Africa. It consists of an extract prepared from a variety of the palm tree, which is injected under the patient's skin.

IN Hungary, where the railways have not been paying, the fares were raised from 40 to 50 per cent and in consequence the number of passengers rose from 4,000,000 to 7,000,000 and the receipts 18 per cent.

A SYDNEY paper says the air of that city is full of libel actions. The *Australian Star* lately had to defend some more or less trumped-up ones which must have cost much money, and there are numerous writs out in all directions. One paper has six writs in its office.

Young Mr. Lariat (of Arizona)—I ain't a-going to stand no more nonsense, Lil. You've got to choose between us. Is it Jake Roundup or is it me?

Miss Kackus (surrendering gracefully)—It's you, Gabe. I see you've got the drop on me.

ACCORDING to a Sydney paper, the new two-screw Orient boat *Opbir* steams 213 land miles an hour, can travel 14,000 miles at 18 knots (or run 10 knots for 130 consecutive days) on her stock of coal, and is the newest and perhaps safest and most perfect boat.

THE two Atlantic liners for the Cunard Co., now being built by a Glasgow firm, will be 600 feet long, or only eighty feet less than the *Great Eastern*, while their indicated horse-power will be three times as great as that vessel's. There will be the largest sea-going passenger boats in existence.

It is stated that the number of ladies, from 18 to 50 years of age, who apply for positions as nurses in Brisbane Hospital is now beyond ordinary calculation. This is chiefly due to the fact that three nurses from that festive establishment have recently been married to three doctors. A number of these ladies could find lucrative employment as nurses in Hongkong.

IN view of the male and female (especially female) missionaries in Australia now preaching in haste to China, the Chinese Government remarks the *Sydney Bulletin*, might very fairly reiterate upon Kangaroo Island by passing a Restriction Act, only permitting the landing of one missionary to every 500 tons of registered tonnage of the vessels so taking them.

THE erstwhile general manager of a big Victorian bank has filed his schedule—assets, *nil*! His financial declaration began when the auditors found in the teller's cash one of his IOU's for a thousand odd pounds. It would be interesting to know how the auditors of the Hongkong and Shanghai Bank squared their consciences in passing certain very shady items in their audit of twelve and six months ago. They may yet be called upon to explain.

As the supercargo of the ill-fated steamer *Namchow* left for Penang yesterday, taking with him a couple of his staff, there is not much likelihood of an official inquiry into the circumstances connected with the wreck of the *Namchow* being held. Probably the authorities are of opinion that the *Telegraph's* exhaustive report of an interview with the supercargo is quite sufficient to satisfy owners, writers and the relatives of the deceased alike.

If the correspondent who has sent us a letter criticizing the article reproduced in our columns the other day from the *Shanghai Mercury*, will forward his name and address—for publication but as evidence of good faith—his letter will be published, but not otherwise. Correspondents who do not choose to respect our rules—which are the rules adhered to by all reputable public newspapers—will greatly oblige by sending their communications to "Brownie" or the "Spotted Dog" of the *Daily Press*, or putting them in the dust-bin, somewhere, anywhere outside the radius of Paddy's HILL.

YESTERDAY Inspector Hanson, in a police boat, seized a junk near the American mail steamer, heading towards Stonecutters Island. The master of the junk said he had nothing on board, but search revealed a large quantity of raw opium—280 balls—with a pass for conveyance to the Opium Farm premises at Monkey. The junk had left Paddy's Wharf, ostensibly for West Point, and thinking the coast was clear the man and attempted to get behind Stonecutters Island, where he would lie until dark, and then the opium could be run ashore in Chinese territory, that is if anybody wanted to run it to-morrow. We shall probably know all about this to-morrow.

A GREAT friend of ours named Walker had a cat—a peculiar cat. He was the renowned "Hooker" Walker, and the cat—well, it was an ordinary member of the feline species, but it had something the matter with its jaw-bone. And our chum was a specialist and an experimenter, and he said, "It is a broken jaw-bone, and it is a permanent case, this suffering pussy." And he did so, after administering that soothing drug which is commonly known as chloroform. But the cat, unused to such luxuries, preferred to die quietly—and die he did. We omitted to mention before that this unfortunate animal was a Thomas cat—but no matter. After the customary Coroner's inquest, friend Walker, who is a great stickler for official forms, filed a writ—no, we don't mean that—he wrote a formal despatch of twenty-six pages of foolscap to the Colonial Secretary, begging permission to inter the defunct under the old oak tree in his back garden, with military honours. To-morrow, afternoon at 3.30—no cards. So mote be it!

It is intended to hold a Masonic Charity Ball at the Amoy Club on or about the 19th February.

A MEETING of the Diligentia Lodge of Instruction will be held in Freemasons' Hall, Zealand Street, on Thursday, the 28th instant, at 5 for 5.30 p.m. precisely.

A SENIOR master carpenter in one of the British gun-boats here fell from the wharf near the Blue Buildings yesterday and was drowned. The funeral took place this afternoon.

"BERTIE," said Her Majesty to the Prince, "you do stumble. I have proof. Here, sir, is a pocket-chip I found in your pocket." "Nonsense, ma," said Wales; "I've been playingiddledy-winks with Battenberg's babies."

THE latest thing in fire brigade tools is a gun which will fire a metal cap carrying a small piece of strong cord to the top of the highest building. The cord is used to pull up a rope and the rope to pull up a hose.

IN Sydney Supreme Court.—Justice Sir George James:—4 Judges don't always know the law, as witness the number of different opinions given. Chief Justice Darling here suggested audibly, while Mr. Justice Sir Stephen coughed significantly behind his hand.

WHEN the editors of the *Astorian Kicker* and the elegant *China Mail* die there will be great agitation in heaven lest they grow at their harps and grow furious over the bad condition of the Jasper avenues. And if they become obnoxious they'll be dumped into the bottomless pit and burnt with fire and boiled in brimstone for ever and ever.

IMPROVEMENTS are the order of the day at West Point. The Land Investment Co.'s large godowns at West Point are in course of destruction at the hands of a contractor who is going to erect Chinese dwellings on the site, and build extensive godowns on the Company's reclaimed land at West Point, close to the old P. & O. wharf.

We learn from Chinese sources that owing to the failure of the Siam rice crops the holders of Tonquin rice are simply coming money, owing to the brisk demand for the staple of life in the Straits and Hongkong. "First" are now fetching \$4.70 per picul, "seconds" \$2.60, and "commons" \$2.20 to \$2.35 in the local market; which is a considerable advance on the rates prevailing a month ago.

We regret to hear that Captain Samuel Ashton, the popular commodore of the Douglas Company's Line, and President of the progressive and useful society which under the style of the British Mercantile Marine Officers' Association has succeeded in abolishing old-time slavery in Hongkong by means of the Sunday Cargo-Working Ordinance, is very unwell at Foochow and is not likely to return to Hongkong for a month or so. He has handed over the command of the *Haitian* to Mr. H. Bathurst, his chief officer.

A GERMAN authority states that four-fifths of the steam engines of the world have been constructed within the last quarter of a century. The total horse-power of these engines is estimated at 40,000,000, of which the United States takes the lead with 7,500,000 horse-power; Great Britain, 7,000,000; Germany, 4,500,000; France, 3,000,000; and Austria, 1,500,000. Considering that the horse-power of an engine is equivalent on an average to the power of seven men, the world's steam engines represent the energy of 1,000,000,000 men, or double the number of workers in the world, the total population being estimated at 1,400,000,000.

We have to announce the arrival from Manila by the steamer *Zoforo*, Robert Love, the well-known actor of the *Telegraph*. The gentleman well known in Hongkong—who informs us that this famous Hippodrome and Wild West Show—Buffalo Bill's only rival—will arrive here within the next week or so and give a series of performances in the Pavilions at Bowington, East Point, the place where in years gone by Chinaman's Circus achieved such unparalleled successes. Mr. Love states that Harman's Circus includes some of the best talent the Far East has yet seen, and he promises in a few days to give our readers full details both as to the date of opening and the character of the performance.

TO-DAY'S SHIPPING RETURNS.

Inward.
Halphong.....steamer, from Foochow.
Glenfruin....." " " Moji.
Kwong....." " " Canton.
Zoforo....." " " Manila.
Dualoro....." " " Moji.
Aggregating 6,395 tons, register.

Outward.
Emeralda.....steamer, for Manila.
Cicero....." " " Moji.
Mongkut....." " " Swatow.
Wuslan....." " " Moji.
Aggregating 3,865 tons, register.

A MELBOURNE contemporary refers to our friend George C. Min as the son of a parson, and remarks that the fact is apparent in his elocution. Our contemporary, as the *Bulletin* points out, is altogether wrong! Min's intonation was parsonic only in the most trivial and bigoted sense of the word in America, and when he talked out of the pulpit to play Hamlet, at the head of his own company, a great crowd of fashionable, forsaken sheep rolled up to cheer the shepherd on his way. Church and Stage have never come in closer contact than on the night of Min's first appearance as a play-actor. But he isn't of parsonic descent or theatrical extraction by any means. The Bohemian strain in Min's blood came no doubt from his mother, the daughter of a gifted but now forgotten literary man—Christopher North—who wrote *Times* leaders in that paper's halcyon days.

WOODYER'S Royal Australian Circus opens to-morrow night in their spacious Pavilion at West Point, directly opposite the Wharf and Godown Co.'s Wharf. The location is a most suitable one for all classes of the community, and the programme, published in our advertising columns, shows that a first-class attraction has been provided by Madame Woodyer and Mr. W. Harland. There are some old Hongkong favourites of the night show, including the charming Miss Alice Moore, the famous Col. Martyn, and that first-class equestrian, gymnast and athlete, Mr. F. Schaefer; but in addition to these accomplished artists, Miss Zeld's "Alde for life" act is said to be a marvel, and Bob Lee's ring horse-ship is as well known as Mr. Victor's reputation as a clown, rivaling that of Galsworthy or Little Sandy. Woodyer's "Japs" are reputed "first class," and Mr. H. Dixon has only to be seen to become a popular Hongkong favorite, his "bouncing lode" being an extraordinary "gypsy" performance. These other members of the Company are unknown to us, but they bear a high reputation, and no doubt will win and wear it at West Point. Tickets may be booked at Kelly and Walsh, Ltd.

THE selling price of coal in Venezuela is \$23 per ton. The Hongkong mines would be a profitable investment if situated in that locality.

"AN OLD SPORTSMAN" will briefly review the programme of the Hongkong Race Meeting of 1892 in to-morrow's *Hongkong Telegraph*.

MARINE insurance business, says the *London Insurance News*, has fallen on evil days. What with "contrary winds, storms and wrecks," it would be almost impossible to make money under any circumstances, but with rates at the present level, not only can there be no profit, but there must be a positive and heavy loss. Of course it is the presence of the marine insurance getting the benefit of the existing state of things, but inadequate rates are a doubtful advantage to the insuring public. A company that is carrying on its business at a loss is not the easiest institution to deal with. It is astonishing that some steps cannot be taken to bring about a more healthy and prosperous state of affairs. Reserves are gradually being encroached upon, and dividends reduced, yet so far as rates are concerned, there appears to be little or no effort at improvement.

THE BUTTERFLIES.

A crowded house witnessed the opening performance of Professor Palmer's "Butterflies" last night, and came away pleased, amused, astounded, and impressed. The fun and frivolity of the first half of the evening was completely eclipsed by the bewilderment and mystery of the second part.

It is rather inconvenient that there is no programme, though a formal statement on paper of the various things would not be a difficult matter, but the arrangement by which Mr. Baldwin announces each event is fairly satisfactory. The evening began with an exceedingly funny duet by Miss Ada Delroy and Mr. James Bell, which brought down the house. Miss Delroy's "Gaiety" and the "Criticism" where she certainly must have been one of the brightest of all the bright stars; and coming to Hongkong—Mr. Bell has an inimitable style and an original grotesqueness which could not fail to attract the notice of the most fastidious and the most fastidious of the most fastidious. The combination was so successful that the audience insisted on three recalls, and even then wanted some more.

Miss Marion Constance then gave a very pretty exhibition of skipping-rope dancing, in which the movements of the rope, the flip, the jig, and other steps were very cleverly introduced, the whole dance being a graceful performance such as is rarely witnessed even in much less uninvolved places than Hongkong. Miss Delroy also gave a new kind of dance that was very clever and successful. But really, it is not an easy matter to watch the dancer's feet when there is such an attractive face above them.

Mr. Bell held the attention of the audience for half an hour with his nigger folklories, the most laughable part of the whole show, after which B. Edwin himself gave a selection of unparalleled humbug. A committee of five well known residents was induced to go on the platform to "see fair," and try to detect how Baldwin did it; and certainly each member of the committee tried his best, and was terribly beaten. The professor was fast in his chair, hands behind him, feet secured, and the curtain was drawn. One of the committee stood behind the little curtained enclosure, so that nobody could assist the professor there, while in front and at each side the audience could see that no monkeying went on; and the professor's chair was raised a few inches, so that everybody could see under, and make sure there was no trap-arrangement. Yet directly the professor was that inside the curtains he began to sing, and throw things about. Suddenly the curtain was thrown back, and there he was sitting as before, tied up, and calmly offering a prize to anybody who could discover a loose knot in his bonds. The quickness of the trick is simply marvellous. Again and again, while he was in the midst of his fun, rattling things about about and playing Old Harry with his curtains, attempts were made to surprise him, but in vain; every time, he was found tied up all right, and nobody could establish a claim to his offer of a hundred pounds for a loose knot. As Baldwin said, this is not a new trick; it is old, but it is well done and as the art of singing is old, and yet there are singers almost beyond price, so it is possible to perform an old trick better than anybody else. And Baldwin certainly does it wonderfully.

The second half of the entertainment was a hypnotic séance by Mrs. Baldwin. Of this, all we can say is that everybody should go and see for themselves. The most sceptical man on earth could not fail to be impressed with the marvellous utterances of the medium. It is not half so easy as it is to say, it is old, but it is well done and as the art of singing is old, and yet there are singers almost beyond price, so it is possible to perform an old trick better than anybody else. And Baldwin certainly does it wonderfully.

CANTON.

(FROM OUR CORRESPONDENT.)

Canton, 20th January, 1892.

We had another little blaze the night before last at 11.30 p.m. over at Fater. It looked very bad as seen from the Shamoon, but only about twenty wooden carpenter's work shops and some junk and sampan building shanties were demolished. Of course it is rather hard on the sufferers to be rendered homeless at this cold season and so near the Chinese New Year, but otherwise the fire did a great deal of good by removing a crowd of hovels that were unfit to live in. It also gave outside the Shamoon a chance to admire the palatial residences of the Missionaries (American I believe) at Fater, which formerly were hidden from view by the huts that have now been wiped out of existence by the devouring element. They are really very nice houses, as good and as big as any there are on the English concession. Why the missionaries prefer to pay \$40 a month rent for a house on Shamoon, instead of living in their homes specially provided for them at Fater—which are empty, I believe—is, of course, only known to the initiated. A good job for the Mission too, as the penitents from the widows and orphans at home would be getting scarce if they knew how the good work was carried on in Fater, China.

A DOLLAR A COLUMN.

TELEGRAPH STORIES BY THE COMBINED GENIUS OF THE GREATEST MEN ON EARTH.



PORTRAIT OF THE AUTHOR.

This beautiful chromo, which we present to our readers to-day regardless of expense and as a proof of our enormous enterprise, should have appeared with our last sensational novelties, as promised; but unfortunately a base mission from the opposition fiction establishment, filled with jealousy, crept into the office and jumbled his hoof on the plate, spoiling the features even worse than nature, which is saying a lot. So we had to have another built; hence the delay.

THE CURSE OF CON-FU-TEE.

PART I.

In the early history of the Chinese race, when the eastern half of Asia was occupied by various branches of the Mongolian family, before the Empire was settled, society was constituted very differently from that of the present day. Human nature was the same; that was all. Every few miles of country was peopled by tribes, independent, self-contained, and ruled despotically by its head or mandarin. There was no law but the arbitrary will of the mandarin; no Government, except such as each tribe could enforce within its own borders; no cities, but only the villages of the settlers; no roads, no trade, no education, no religion, no priests, but just the rudimentary institutions of semi-nomadic Mongolians.

Con-fu-tee was head of a large family community, or tribe, which came in a fleet of junks to the southern shores and selected a fertile plain near the mouth of a large river for their colony. The chief of the clan was a man of greater character than the average, a man of deep soul and strong mind. Much of his thinking of matters beyond the reach of ordinary men, and not of so much interest to them as the grosser occupations of the daily struggle for life. He preferred to give a minimum of consideration to such ordinary affairs, barely devoting to them sufficient attention to keep them from worrying him; and the rest of his time was all occupied in making investigations and speculations in the regions of the unknown. In fact, he was a philosopher.

Having pitched his tents on a favorable site, he organized his little settlement for future complete and methodically then was the rule to those days. Instead of leaving every member of his flock (about 400) to his or her own resources, as most mandarins did, he himself took an active interest in their welfare. All their flocks, all the products of their industry, all the harvests of their crops, had to be turned over to him, for redistribution on communistic principles; and under his own patriarchal roof he had established schools, aims houses, and several other institutions of general benefit. He was judge and ruler of them all, and appointed his officers to execute his designs.

But there was perhaps too much theory and too little practice. Relying on their beneficent head man, the people became careless; their crops were ruined by bad weather, and the demand on the chief's store was far too heavy. Roving bands of unsentimental Mongolians from other parts of the country invaded and plundered the peaceful settlement; storms destroyed his fleet while away fishing and trading, warjunks full of fierce and ruthless pirates came and brought death and destruction with them; fevers and plagues within the houses, fogs and misfortunes without, entirely broke up his settlement, and he was forced in his old age to become a lonely wanderer, without a friend or a servant, poor, broken, destitute, despairing, an aimless pilgrim in a barbarous land.

Con-fu-tee walked from place to place, begging his bread and giving in return the results of his experience and meditations. He was accompanied by the last of his clan, the survivor of the four hundred souls who had once claimed him as head of the family—a little pit of seven. All the rest were dead, the victims of lightning and tempest, plague, pestilence and famine; battle and murder, and sudden death. These alone remained, and made their way as best they could, across country, staying as long as they might when they reached a village, living on the charity of the settlers. Every evening, after the day's toil in the fields or on the blue waters, the people would gather round the strange old man in the house of the "head man," and listen to the child's songs and the old man's sermons. Sweet songs they were, the songs of her happy childhood, taught by her mother in the days of prosperity and refinement; but every one who had a star from her own heavy, wild, heart-broken lament for the days gone by, for the friends passed away, for the happiness that was now but a dream; a memory that served to deepen the blackness of the wretched misery, which must be theirs for the rest of their days.

And the grandfather would tell them many strange tales from his own life, of all that he had seen in many countries, when his clan was with him of how things were done in his model colony before the evil days of how the fortunes of other folk fell upon them, and how it should have been averted, and warnings many and stern did he utter, lest others should share the same fate. And he would talk for hours about things that had never entered their minds, of human nature, of man's dealings with his fellow man, of charity, of prudence, and social science. Thus they little girl singing, from country to country, having always their faces to the north from which their clan had migrated.

In one place they stayed many months, in fact—for the country was rough and wild, and the hills high and rugged, and the natives told them terrible tales of robbers, and wild beasts, and evil spirits. So they remained a long time without moving. The villagers got to know them well, to regard them almost as a part of their own lives.

Without delay, he was taken into the open courtyard in the headman's house, and his little girl was bound to the stake before him. A dim sense of what was going on had numbed and stupefied him; but as he saw his beloved child being bound, his mind cleared, he understood, and the thought of their awful position and their utter helplessness drove him mad with despair.

"Fiends! Wretches! Monsters! Would you burn an innocent, helpless babe, who could not harm you if she would? Would you commit to the flames a child so sweet, so lovely, so good and pure? Have you no hearts? If she even were as guilty as the vilest wretch among you, if she had done the worst that man could do to hurt you, could you look on that trembling form—and say, you believe of this? Could you carry out your just deed, on the guilty in such fair and beautiful shape? Oh, men, be men, let reason and humanity guide and subdue your anger, let the instincts of flesh and blood prevail over the unreasoning violence of fiends and brutes! Search for the true culprit, even for one short day. Look for the thief, wait a little until you know who has done the deed, but—my child! You will burn my child! Take me first, I am guilty, not she! She knows nothing, I am the culprit. Burn me, but spare her and pity her! No! Then let my curse be ever upon you, and upon your land, and upon all who ever come among you, foul monsters and devilish fiends! May you know the worst horrors of misery! May you feel the pangs of hunger for ever, and never know the faintest gleam of hope! May you all be filled with the spirits of devils, and may your children be as young serpents to their fathers for ever! May every venture fail among you, and every rich man become poor. May the light of prosperity never brighten the land, nor joy, nor rest from to-morrow's toil, nor success. May you know nothing but envy, hatred, and malice, lying, thieving, and murder, until the end of the world!"

In a desperate burst of frenzy, Con-fu-tee rushed at the nearest of his captors, seized him by the throat, and fell with him, writhing and struggling in his madness. Together they lay on the ground—dead. As they people crowded round them, it was seen that the man who had been attacked, who was strangled before they knew what had happened, was wearing under his clothes, torn to shreds by the old man's hands, one of the stolen garments. He was the thief.

The village was visited next year in just the same way as Con-fu-tee's settlement had been. Robbers and pirates carried off everything they could find, and left the people destitute. Poverty forced them to all manner of shifts, and those who had crops were poisoned or waylaid and murdered by those who had none. Men would stab their own fathers to get the food from their hands; fathers murdered their own children, and dined in bloody luxury on the corpses; to such a pitch of horrible misery they were reduced, that each starving man regarded his neighbor, or his own brother, with murderous eyes, and no one knew when his turn would come. And last of all, a pestilence crept through the settlement, and carried off the few poor wretches that remained.

And now, though all the country round is thickly peopled by industrious swarms of humanity, none dare live in that place. Even the wolves avoid it, and the screaming vultures fly away in fear of it. It is haunted by the spirits of those who slew their wives and children, and their own wives, and those who died of plague, with murder in their eyes. But most fearful of all is the ghost of one old man, that with its fierce looks holds everyone it meets, and strikes forth imprecations in a diabolical voice, petrifying the hearer. The few who have entered and left the district alive, relate that they were led through all the blood-curdling sights and all the fierce cries and sepulchral moans, by the spirit of a little child, gentle and beautiful, that took them by the hand and guided them across the land. Ah, people, only by terror which could not come near that one sweet spirit.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

PROFESSOR BALDWIN'S ENTERTAINMENT.

HONGKONG SNOBBERY AGAIN IN THE ASCENDANT.
TO THE EDITOR OF THE "HONGKONG TELEGRAPH."—Last night at our entertainment, during the presentation of Mrs. Baldwin's "Living Pictures," a man who was dressed like a gentleman and who occupied a seat in the dress circle, kept annoying the audience and insulting the lady on the stage by remarks and rude personal remarks. This is the only instance in over ten years' travel where any Englishman has ever behaved so indecently to our stage. I was not on the stage at the time, or I may be quite sure it would not have been repeated. I only write to say that I have made arrangements to deal promptly and forcibly with such cases in case we are annoyed again in a similar manner. The offender last night is said to be a cheap clerk in one of your local banks.

Yours truly,
G. S. BALDWIN.

Hongkong, 22nd January, 1892.

INSURANCE FOR SEAMEN.

A scheme of insurance for seamen, says the London *Review of Reviews*, has been definitely agreed to by the Executive Council of the Shipping Federation, and will come into force on January 1st next. Considerable time has been taken in the settlement of details; the benefit fund, as now finally adopted, being much more comprehensive than the one originally proposed, while it was thought that full opportunity should be given for taking the local opinion of the various ports in the country. Meetings have accordingly been held during the course of the summer in the various "districts," every one of which has since forwarded a resolution strongly supporting the scheme. Hence the Executive Council had no hesitation in deciding upon the establishment of the fund. The benefits which will be paid under it are not merely in case of death or total disablement, as was at first contemplated, but will be given in case of accident as well as the latter alternative having been adopted with the object of meeting the case of seamen who may have no relatives whom they may wish to participate in the benefits of the fund. The payments will be as follows:—

On death or total disablement. The master, £100; the chief officer, chief engineer, surgeon, and purser, £75; the second officer and the second engineer, £50; any other certified officers (on articles) £20; any other officers and other members of the crew above the rating of A. B. or fireman, £15; sailors, firemen, and all other members of the crew, £10.

Allowance in case of accident (for a period not exceeding thirteen weeks whilst incapacitated from work and not on pay).—The master 40s. per week; the chief engineer, surgeon, and purser, 30s. per week; the second officer and the second engineer, 20s. per week; any other certified officers ("articles"), 10s. per week; petty officers and other members of the crew above the rating of A. B. or fireman, 7s. per week; sailors, firemen, and all other members of the crew, 5s. per week.

It is calculated that the cost of this Benefit Fund to the Shipping Federation will probably be about £2,000 a year; but any idea that the Federation is actuated only by motives of philanthropy is strongly repudiated. The fund is regarded from a business point of view, the members of the Federation expecting to secure, in return, a better class of men, and to have also a greater guarantee for faithful service than they can have in present circumstances.

PLAIN ENGLISH.

ANOTHER "BANK."

The Northumberland Banking Company, which recently went the way of all New South Wales money, is now going through the usual process of the Sydney law-courts. It was a concern which did a large business—and had at the outset £75,000 of available capital. Most of the founders of the institution, it would appear, paid up their shares by opening a current account at the "bank," paying nothing whatever into the account, and giving a cheque upon it for the amount of their calls. Very frequently, according to the evidence, when £50 calls became due, the authorities went down to the office, borrowed £75 without security, paid the call out of it, and backed a horse with the difference, and consequently the more capital that was paid the more desperately hard-up became the Northumberland Banking Company. When the employees wanted money, which they seem to have done incessantly, they took it promiscuously out of the till, and when things reached that point at which the ordinary bankers would be run into gaol, this bank simply put down the stolen as "officers' advance account." When this account grew altogether too imposing the plunder was sometimes put down as "suspense account," by way of variety. The managing director seems to have applied to himself for an overdraft without security, and after duly considering his own unblemished character and undoubted solvency, he gave himself written authority to draw up to £500. The managing director's children both borrowed money without security from the company, and took up shares with it. The "general manager" paid £25 on his shares and borrowed £75, to help him do it. The officers furnished their houses out of the bank's assets, and some of them bought buggies and horses, and paid for them with the deposits. Some of the cheques drawn by one of the directors were payable to "Adam Bede" (answer-promoter) and a list more were payable to various race-horses, from which it is surmised that a good deal of the funds went in gambling bets. The simple rule of the Northumberland Banking Co. seems to have been that whenever an officer received a deposit he rushed out and "blowed" it in clothes, or champagne, or jewellery, or anything. Like the apocryphal, the bank took no thought for the morrow, and when it broke there was about £50 on hand altogether, divided among one lead office and five branches. The saddest branch of the lot had got through everything except 3s. 2d., and the total amount owing to depositors was £17,195.6d. Also, there was £12 to the company's credit in the Union Bank. Brand, a combination, clerk and auditor, who might have thrown some further light on these matters, was drowned the other evening, but whether he came to grief by accident or whether he jumped in to avoid cross-examination, or whether one of his friends shoved him in to smother his evidence, doesn't appear. There never were any directors' meetings at the Northumberland Banking Co. The managing director ran the entire business in his own riotous fashion; but other people apparently used to drop in and empty the till now and then, and therefore they may naturally desire to keep things dark. Among the later revelations a witness has been found who used to charge his groceries and his drapery and wine-merchant's bills to the bank, and other interesting items are coming out daily. So far—strangely enough—nobody has been put into gaol over the business, and no depositor has shot a director in a dark corner on a telephone post. Possibly, however, the creditors are only lying low. The history of the Northumberland Banking Co., as set forth in the daily newspaper reports, is far stranger than anything in the history of Mr. Montague Tigg.—*Sydney Bulletin*.

HEALTH HINTS.

Brusled horse-radish applied to the wrist relieves neuralgia. At some hospitals almost the only gargle used for sore throat is hot salt water. Green boughs of the eucalyptus tree are said to be among the best disinfectants known for a room where scarlet fever exists. It is said tobacco injures the voice. Sir Morell Mackenzie emphatically condemned its use and the use of alcohol by singers and public speakers. But Dr. Lennox Brown, an authority on throat diseases, is less dogmatic. Still, even he holds that tobacco can effect no good purpose, and that it is capable of inflicting injury. It is related of Mr. Spurgeon that while preaching in a large hall the air became oppressive, and stopping in the midst of his sermon he said: "If those persons sitting near the windows will take their seats and ventilate

and knock out sufficient glass to let in some fresh air, I will pay all the damages as soon as I am done preaching." Keep the head perfectly clean is a good aid to health. A distinguished physician, who has spent much of his time at quarantine, said that a person whose head was thoroughly washed every day rarely ever took contagious diseases, but when the hair was allowed to become dirty and matted it was hardly possible to escape infection.

"In my opinion every person, at least every one that is not afflicted with organic trouble, or who has not neglected too long the observance of the laws of nature," says Shepard Homans, the insurance actuary, "has within himself the power to prolong his own existence, as well as to improve and to secure his own good health. In life insurance we find the best risks are not the most robust men, nor the athletes, nor the men who, without organic trouble or inherited tendencies to disease, are yet obliged to take care of themselves, but men who, like Cornaro, live with sobriety."

Hereditary influence is now stated mathematically in the following way: That the probable duration of a man's life may be known if the ages at death of his parents and grand-parents are known, and that if these are added together and then divided by six the quotient will be his approximate term of life. If the quotient exceeds sixty, one year may be added for every five; if it falls below sixty, one year should be subtracted for every five. The presumption in this proportion is that with good fortune a man may equal, but he may not hope to appreciably excel, the average of his parents and grand-parents' lives.

The oddest cure for nervous prostration is the one advocated by Sebastian Knapp, a Russian priest. It is to walk barefooted on barbed wire, in wet grass, on wet stones, in fresh fallen snow, or in cold water. Knapp has been in practice, he says, thirty years with this curative method. He is said to have cured thousands of patients by it. His little village is overcrowded with visitors coming for help in their various afflictions. People of all classes seem to have faith in the man, and even Baron Nathaniel Rothschild (taking with him a cook, a secretary and two servants), has gone through the necessary ordeal, sleeping in his own private saloon-carriage at night, meanwhile, at a railway station four miles off. Knapp claims that water will cure every curable disease.

TO KEEP THE TEETH IN GOOD CONDITION.

Cold and hot foods should not be taken in immediate succession.

They should be brushed in every corner.

And retired to rest in all impatience.

These rules will aid in whitening the teeth, and also in purifying the breath, a most desirable object, since one of our authors remarked that an offensive breath was sufficient cause for divorce and an enemy to romantic love.

BITS OF INFORMATION.

Spiders usually live for two or three years.

American railways employ nearly 2,000,000 men.

Eight hundred thousand people still speak Welsh.

The average cost of raising a boy is estimated at \$4,150.

There are nearly 6,000 places in a modern locomotive.

The population of Iceland falls by 1,000 a year at present.

Only one couple in 11,500 live to celebrate their diamond wedding.

The British Parliament has met at eleven places besides Westminster.

Seventy women have licenses for selling beer and liquor in New York City.

There are four times as many Irishmen in the United States as Englishmen.

One ounce weight of cork will support in the water a man weighing 140 pounds.

Italy has 4,800,000 lemon trees, which produce 1,260,000,000 lemons per annum.

From \$75,000 to \$100,000 is the cost of the electrical outfit in one of our new cruisers.

The adhesive postage stamp was invented by a man named Chalmers, in Dundee, in 1834.

Within sixty-two years Mexico has had fifty-four Presidents, one regency and one empire.

There is a law which prohibits the pasting of an advertisement on the U. S. Government flag.

An infant at birth usually weighs one-twentieth the maximum weight it ought to attain in middle life.

Confucius, 500 years B. C., was the first man on record who admired and popularized the chrysanthemum.

Queen Victoria's crown, kept with other royal regalia under strong guard at the old Tower of London, is worth about \$600,000.

The normal combined capacity of the pumping stations of Chicago is 150,000,000 gallons every twenty-four hours.

The kindling wood industry is not a small one. A single factory in Pennsylvania turns out 5,000,000 bundles a month.

Kings must needs be great correspondents. On an average the letters received for the Emperor of Germany number 60 a day.

The bee can draw twenty times its own weight, can fly more than four miles an hour and will seek food at a distance of four miles.

Chicago has a frontage of twenty-two miles on Lake Michigan and a navigable frontage on the Chicago river of about twenty-three miles.

The wooden shoe peg, which was the first great element in making foot wear cheap, is not very old. It was invented by Joseph Walker of Massachusetts in 1818.

The streets of Caracas, the capital of Venezuela, are so narrow that the street cars that were imported had to be seen in two in order to allow them to turn the corners.

Some idea of the size of the statue of William Penn, which is to surmount the new City Hall in Philadelphia, can be gathered from the fact that the necktie is to weigh 500 pounds.

There are 169,537 miles of railway in the United States owned by 1,713 corporations, and having a gross income of \$1,051,877,532.

Seventy-four corporations collect 80 per cent of this enormous sum.

An average man of fifty has spent 6,000 days, or nearly twenty years, in sleep, and has consumed about 17,000 pounds of bread and 16,000 pounds of meat, washed down with 7,000 gallons of liquids.

Modern cultivation has cheapened fruit and this is one of the triumphs of the age. Apples were worth from 12s. cents to 25 cents each in the reign of Henry VII. Now a peck does not cost

Taking the latest official enumerations, the twelve leading cities stand in this order: London, Paris, New York, Canton, Berlin, Vienna, Tokio, Chicago, Philadelphia, St. Petersburg, Constantinople and Calcutta.

The size of a tree depends on the place where it grows. The elderberry bush frequently grows to large proportions in the West. In Los Angeles, Cal., there was a bush the stump of which was thirty-four inches in diameter.

At the request of the committee appointed to prepare the Declaration of Independence, Thomas Jefferson framed the first draft of it. The other members of the committee were John Adams, Benjamin Franklin, Roger Sherman and Robert R. Livingston.

In the history of the United States Government seven men have been Speaker for three

Intimations.



ARE NOW SHEWING—
IRON BEDSTEADS,
BRASS BEDSTEADS,
BEDDING, MATTRESSES, &c.
DOWN QUILTS, BLANKETS, RUGS,
BEDROOM FURNITURE,
TOILET SETS, &c.

Hongkong, 16th January, 1892.

successive terms, and of these four were South-eastern. They were National Mecon of North Carolina, Henry Clay of Kentucky, Andrew Stevenson of Virginia, Schuyler Colfax of Indiana, James G. Blaine, Samuel J. Randall and John G. Carlisle. Clay and Stevenson are the only men who presided for over three terms.

IT RECALLS THE BLIZZARD.

In March, 1888, the great blizzard in America almost extinguished the city of New York. The like of it was never before seen. The snow completely stopped all local traffic. Not a horse or wheel could move. All the telegraph lines leading into the city were prostrated, and for two or three days the people of Boston and New York communicated with each other by way of London by means of the Atlantic cables. This message intended for persons three hundred miles distant were sent six thousand miles, crossing the ocean twice.

An incident which recalls this experience to the writer's mind happened a short time ago in England. Suppose you let the gentleman interested tell his own story. To say: "I have suffered more or less from indigestion and dyspepsia all my life. I had a bad taste in the mouth, pain alternating, a poor appetite, and sour stomach. My tongue was coated, and my mouth constantly filled with a watery fluid. To matter what I ate, however light, it disagreed with me and gave me pain. I had flashes of the chest, and pain in my side, with a miserable low, dull feeling. From time to time I consulted a doctor who gave me medicines, but they did very little good. The doctor said that the coating of my stomach was diseased, and the mucous membrane was inflamed. In 1877 I received a pamphlet from New York telling of a medicine called Mother Selig's Curative Syrup, and of the success frequently obtained by people in the United States after my remarkable cure, I was so impressed with the merits of Selig's Syrup, that I procured a large supply of the medicine, and recommended it to all who were suffering, and people came from far and near for it. I may mention that on a Sunday my house was besieged by visitors from Coal Hill Heath, and others from a distance. On every day I heard nothing but the loudest praise and of the cure it effected, and the fame of this medicine was spread throughout the West of England with no other advertising than one party telling another of the benefits they had derived from this wonderful medicine. I wish every one to know of this, and by publishing this statement it will help others who may be suffering as I was, it will afford me pleasure."

The letter from which the foregoing is an extract is signed Moses Godwin, Old Southbury (Connecticut), and is dated April 9th, 1891. He is a farmer.

The reader will notice that while the headquarters for the sale of Mother Selig's Syrup is universally known to be in London, by a strange chance Mr. Godwin's first information concerning it came from America, three thousand miles away, which recalls the incident of the American blizzard above narrated, and also shows that the fame and usefulness of this wonderful remedy are world-wide.

Mr. Benjamin Edgerton, grocer and provision dealer, Pitts Lane, Whitby, Selkirk, says: "While living with Mr. Roberts, Pens Wood Farm, I first began to feel a dull heavy weight in my side, and noticed a bad taste in the mouth with a foul stomach and uncomfortable feeling after eating. I had no appetite, and when I sat down to the table I could not touch the food. I had a good deal of pain and noise in the head, and could not sleep for it. I was not fit for heavy work, and could only do light jobs about the farm. After putting a hedge I would go quite faint, and had to sit down, and felt so much depressed I could have cried. Having always been such a strong man I took it badly to be reduced to such a weak state. I took all kinds of physic and saw a doctor, but he made me only sicker and for a bit, and then I was worse than before. I went on in this way for over a year, when a servant that came to live at Mr. Roberts told me of a medicine called Mother Selig's Syrup. She had heard a gentleman talking about it in the railway carriage, and he praised it so much that I thought I would try it. After taking two bottles my fever did me good, and I gained strength and by persevering with the syrup I soon got strong as ever, and have never called since."

HONGKONG TEMPERATURE.

(From Messrs. Old, Falconer & Co's Register.)
To-day.
Barometer—9.81. Thermometer—62.5. Wind—S.W. Rain—0.0. Clouds—0.0. Humidity—62.5. Direction of wind—S.W. Force of wind—S.W. Direction of surface wind—S.W. Force of surface wind—S.W. Direction of bottom wind—S.W. Force of bottom wind—S.W. Direction of top wind—S.W. Force of top wind—S.W. Direction of middle wind—S.W. Force of middle wind—S.W. Direction of lower wind—S.W. Force of lower wind—S.W. Direction of upper wind—S.W. Force of upper wind—S.W. Direction of surface wind—S.W. Force of surface wind—S.W. Direction of bottom wind—S.W. Force of bottom wind—S.W. Direction of top wind—S.W. Force of top wind—S.W. Direction of middle wind—S.W. Force of middle wind—S.W. Direction of lower wind—S.W. Force of lower wind—S.W. Direction of upper wind—S.W. Force of upper wind—S.W. Direction of surface wind—S.W. Force of surface wind—S.W. Direction of bottom wind—S.W. Force of bottom wind—S.W. Direction of top wind—S.W. Force of top wind—S.W. Direction of middle wind—S.W. Force of middle wind—S.W. Direction of lower wind—S.W. Force of lower wind—S.W. Direction of upper wind—S.W. Force of upper wind—S.W. Direction of surface wind—S.W. Force of surface wind—S.W. Direction of bottom wind—S.W. Force of bottom wind—S.W. Direction of top wind—S.W. Force of top wind—S.W. Direction of middle wind—S.W. Force of middle wind—S.W. Direction of lower wind—S.W. Force of lower wind—S.W. Direction of upper wind—S.W. Force of upper wind—S.W. Direction of surface wind—S.W. Force of surface wind—S.W. Direction of bottom wind—S.W. Force of bottom wind—S.W. Direction of top wind—S.W. Force of top wind—S.W. Direction of middle wind—S.W. Force of middle wind—S.W. Direction of lower wind—S.W. Force of lower wind—S.W. Direction of upper wind—S.W. Force of upper wind—S.W. Direction of surface wind—S.W. Force of surface wind—S.W. Direction of bottom wind—S.W. Force of bottom wind—S.W. Direction of top wind—S.W. Force of top wind—S.W. Direction of middle wind—S.W. Force of middle wind—S.W. Direction of lower wind—S.W. Force of lower wind—S.W. Direction of upper wind—S.W. Force of upper wind—S.W. Direction of surface wind—S.W. Force of surface wind—S.W. Direction of bottom wind—S.W. Force of bottom wind—S.W. Direction of top wind—S.W. Force of top wind—S.W. Direction of middle wind—S.W. Force of middle wind—S.W. Direction of lower wind—S.W. Force of lower wind—S.W. Direction of upper wind—S.W. Force of upper wind—S.W. Direction of surface wind—S.W. Force of surface wind—S.W. Direction of bottom wind—S.W. Force of bottom wind—S.W. Direction of top wind—S.W. Force of top wind—S.W. Direction of middle wind—S.W. Force of middle wind—S.W. Direction of lower wind—S.W. Force of lower wind—S.W. Direction of upper wind—S.W. Force of upper wind—S.W. Direction of surface wind—S.W. Force of surface wind—S.W. Direction of bottom wind—S.W. Force of bottom wind—S.W. Direction of top wind—S.W. Force of top wind—S.W. Direction of middle wind—S.W. Force of middle wind—S.W. Direction of lower wind—S.W. Force of lower wind—S.W. Direction of upper wind—S.W. Force of upper wind—S.W. Direction of surface wind—S.W. Force of surface wind—S.W. Direction of bottom wind—S.W. Force of bottom wind—S.W. Direction of top wind—S.W. Force of top wind—S.W. Direction of middle wind—S.W. Force of middle wind—S.W. Direction of lower wind—S.W. Force of lower wind—S.W. Direction of upper wind—S.W. Force of upper wind—S.W. Direction of surface wind—S.W. Force of surface wind—S.W. Direction of bottom wind—S.W. Force of bottom wind—S.W. Direction of top wind—S.W. Force of top wind—S.W. Direction of middle wind—S.W. Force of middle wind—S.W. Direction of lower wind—S.W. Force of lower wind—S.W. Direction of upper wind—S.W. Force of upper wind—S.W. Direction of surface wind—S.W. Force of surface wind—S.W. Direction of bottom wind—S.W. Force of bottom wind—S.W. Direction of top wind—S.W. Force of top wind—S.W. Direction of middle wind—S.W. Force of middle wind—S.W. Direction of lower wind—S.W. Force of lower wind—S.W. Direction of upper wind—S.W. Force of upper wind—S.W. Direction of surface wind—S.W. Force of surface wind—S.W. Direction of bottom wind—S.W. Force of bottom wind—S.W. Direction of top wind—S.W. Force of top wind—S.W. Direction of middle wind—S.W. Force of middle wind—S.W. Direction of lower wind—S.W. Force of lower wind—S.W. Direction of upper wind—S.W. Force of upper wind—S.W. Direction of surface wind—S.W. Force of surface wind—S.W. Direction of bottom wind—S.W. Force of bottom wind—S.W. Direction of top wind—S.W. Force of top wind—S.W. Direction of middle wind—S.W. Force of middle wind—S.W. Direction of lower wind—S.W. Force of lower wind—S.W. Direction of upper wind—S.W. Force of upper wind—S.W. Direction of surface wind—S.W. Force of surface wind—S.W. Direction of bottom wind—S.W. Force of bottom wind—S.W. Direction of top wind—S.W. Force of top wind—S.W. Direction of middle wind—S.W. Force of middle wind—S.W. Direction of lower wind—S.W. Force of lower wind—S.W. Direction of upper wind—S.W. Force of upper wind—S.W. Direction of surface wind—S.W. Force of surface wind—S.W. Direction of bottom wind—S.W. Force of bottom wind—S.W. Direction of top wind—S.W. Force of top wind—S.W. Direction of middle wind—S.W. Force of middle wind—S.W. Direction of lower wind—S.W. Force of lower wind—S.W. Direction of upper wind—S.W. Force of upper wind—S.W. Direction of surface wind—S.W. Force of surface wind—S.W. Direction of bottom wind—S.W. Force of bottom wind—S.W. Direction of top wind—S.W. Force of top wind—S.W. Direction of middle wind—S.W. Force of middle wind—S.W. Direction of lower wind—S.W. Force of lower wind—S.W. Direction of upper wind—S.W. Force of upper wind—S.W. Direction of surface wind—S.W. Force of surface wind—S.W. Direction of bottom wind—S.W. Force of bottom wind—S.W. Direction of top wind—S.W. Force of top wind—S.W. Direction of middle wind—S.W. Force of middle wind—S.W. Direction of lower wind—S.W. Force of lower wind—S.W. Direction of upper wind—S.W. Force of upper wind—S.W. Direction of surface wind—S.W. Force of surface wind—S.W. Direction of bottom wind—S.W. Force of bottom wind—S.W. Direction of top wind—S.W. Force of top wind—S.W. Direction of middle wind—S.W. Force of middle wind—S.W. Direction of lower wind—S.W. Force of lower wind—S.W. Direction of upper wind—S.W. Force of upper wind—S.W. Direction of surface wind—S.W. Force of surface wind—S.W. Direction of bottom wind—S.W. Force of bottom wind—S.W. Direction of top wind—S.W. Force of top wind—S.W. Direction of middle wind—S.W. Force of middle wind—S.W. Direction of lower wind—S.W. Force of lower wind—S.W. Direction of upper wind—S.W. Force of upper wind—S.W. Direction of surface wind—S.W. Force of surface wind—S.W. Direction of bottom wind—S.W. Force of bottom wind—S.W. Direction of top wind—S.W. Force of top wind—S.W. Direction of middle wind—S.W. Force of middle wind—S.W. Direction of lower wind—S.W. Force of lower wind—S.W. Direction of upper wind—S.W. Force of upper wind—S.W. Direction of surface wind—S.W. Force of surface wind—S.W. Direction of bottom wind—S.W. Force of bottom wind—S.W. Direction of top wind—S.W. Force of top wind—S.W. Direction of middle wind—S.W. Force of middle wind—S.W. Direction of lower wind—S.W. Force of lower wind—S.W. Direction of upper wind—S.W. Force of upper wind—S.W. Direction of surface wind—S.W. Force of surface wind—S.W. Direction of bottom wind—S.W. Force of bottom wind—S.W. Direction of top wind—S.W. Force of top wind—S.W. Direction of middle wind—S.W. Force of middle wind—S.W. Direction of lower wind—S.W. Force of lower wind—S.W. Direction of upper wind—S.W. Force of upper wind—S.W. Direction of surface wind—S.W. Force of surface wind—S.W. Direction of bottom wind—S.W. Force of bottom wind—S.W. Direction of top wind—S.W. Force of top wind—S.W. Direction of middle wind—S.W. Force of middle wind—S.W. Direction of lower wind—S.W. Force of lower wind—S.W. Direction of upper wind—S.W. Force of upper wind—S.W. Direction of surface wind—S.W. Force of surface wind—S.W. Direction of bottom wind—S.W. Force of bottom wind—S.W. Direction of top wind—S.W. Force of top wind—S.W. Direction of middle wind—S.W. Force of middle wind—S.W. Direction of lower wind—S.W. Force of lower wind—S.W. Direction of upper wind—S.W. Force of upper wind—S.W. Direction of surface wind—S.W. Force of surface wind—S.W. Direction of bottom wind—S.W. Force of bottom wind—S.W. Direction of top wind—S.W. Force of top wind—S.W. Direction of middle wind—S.W. Force of middle wind—S.W. Direction of lower wind—S.W. Force of lower wind—S.W. Direction of upper wind—S.W. Force of upper wind—S.W. Direction of surface wind—S.W. Force of surface wind—S.W. Direction of bottom wind—S.W. Force of bottom wind—S.W. Direction of top wind—S.W. Force of top wind—S.W. Direction of middle wind—S.W. Force of middle wind—S.W. Direction of lower wind—S.W. Force of lower wind—S.W. Direction of upper wind—S.W. Force of upper wind—S.W. Direction of surface wind—S.W. Force of surface wind—S.W. Direction of bottom wind—S.W. Force of bottom wind—S.W. Direction of top wind—S.W. Force of top wind—S.W. Direction of middle wind—S.W. Force of middle wind—S.W. Direction of lower wind—S.W. Force of lower wind—S.W. Direction of upper wind—S.W. Force of upper wind—S.W. Direction of surface wind—S.W. Force of surface wind—S.W. Direction of bottom wind—S.W. Force of bottom wind—S.W. Direction of top wind—S.W. Force of top wind—S.W. Direction of middle wind—S.W. Force of middle wind—S.W. Direction of lower wind—S.W. Force of lower wind—S.W. Direction of upper wind—S.W. Force of upper wind—S.W. Direction of surface wind—S.W. Force of surface wind—S.W. Direction of bottom wind—S.W. Force of bottom wind—S.W. Direction of top wind—S.W. Force of top wind—S.W. Direction of middle wind—S.W. Force of middle wind—S.W. Direction of lower wind—S.W. Force of lower wind—S.W. Direction of upper wind—S.W. Force of upper wind—S.W. Direction of surface wind—S.W. Force of surface wind—S.W. Direction of bottom wind—S.W. Force of bottom wind—S.W. Direction of top wind—S.W. Force of top wind—S.W. Direction of middle wind—S.W. Force of middle wind—S.W. Direction of lower wind—S.W. Force of lower wind—S.W. Direction of upper wind—S.W. Force of upper wind—S.W. Direction of surface wind—S.W. Force of surface wind—S.W. Direction of bottom wind—S.W. Force of bottom wind—S.W. Direction of top wind—S.W. Force of top wind—S.W. Direction of middle wind—S.W. Force of middle wind—S.W. Direction of lower wind—S.W. Force of lower wind—S.W. Direction of upper wind—S.W. Force of upper wind—S.W. Direction of surface wind—S.W. Force of surface wind—S.W. Direction of bottom wind—S.W. Force of bottom wind—S.W. Direction of top wind—S.W. Force of top wind—S.W. Direction of middle wind—S.W. Force of middle wind—S.W. Direction of lower wind—S.W. Force of lower wind—S.W. Direction of upper wind—S.W. Force of upper wind—S.W. Direction of surface wind—S.W. Force of surface wind—S.W. Direction of bottom wind—S.W. Force of bottom wind—S.W. Direction of top wind—S.W. Force of top wind—S.W. Direction of middle wind—S.W. Force of middle wind—S.W. Direction of lower wind—S.W. Force of lower wind—S.W. Direction of upper wind—S.W. Force of upper wind—S.W. Direction of surface wind—S.W. Force of surface wind—S.W. Direction of bottom wind—S.W. Force of bottom wind—S.W. Direction of top wind—S.W. Force of top wind—S.W. Direction of middle wind—S.W. Force of middle wind—S.W. Direction of lower wind—S.W. Force of lower wind—S.W. Direction of upper wind—S.W. Force of upper wind—S.W. Direction of surface wind—S.W. Force of surface wind—S.W. Direction of bottom wind—S.W. Force of bottom wind—S.W. Direction of top wind—S.W. Force of top wind—S.W. Direction of middle wind—S.W. Force of middle wind—S.W. Direction of lower wind—S.W. Force of lower wind—S.W. Direction of upper wind—S.W. Force of upper wind—S.W. Direction of surface wind—S.W. Force of surface wind—S.W. Direction of bottom wind—S.W. Force of bottom wind—S.W. Direction of top wind—S.W. Force of top wind—S.W. Direction of middle wind—S.W. Force of middle wind—S.W. Direction of lower wind—S.W. Force of lower wind—S.W. Direction of upper wind—S.W. Force of upper wind—S.W. Direction of surface wind—S.W. Force of surface wind—S.W. Direction of bottom wind—S.W. Force of bottom wind—S.W. Direction of top wind—S.W. Force of top wind—S.W. Direction of middle wind—S.W. Force of middle wind—S.W. Direction of lower wind—S.W. Force of lower wind—S.W. Direction of upper wind—S.W. Force of upper wind—S.W. Direction of surface wind—S.W. Force of surface wind—S.W. Direction of bottom wind—S.W. Force of bottom wind—S.W. Direction of top wind—S.W. Force of top wind—S.W. Direction of middle wind—S.W. Force of middle wind—S.W. Direction of lower wind—S.W. Force of lower wind—S.W. Direction of upper wind—S.W. Force of upper wind—S.W. Direction of surface wind—S.W. Force of surface wind—S.W. Direction of bottom wind—S.W. Force of bottom wind—S.W. Direction of top wind—S.W. Force of top wind—S.W. Direction of middle wind—S.W. Force of middle wind—S.W. Direction of lower wind—S.W. Force of lower wind—S.W. Direction of upper wind—S.W. Force of upper wind—S.W. Direction of surface wind—S.W. Force of surface wind—S.W. Direction of bottom wind—S.W. Force of bottom wind—S.W. Direction of top wind—S.W. Force of top wind—S.W. Direction of middle wind—S.W. Force of middle wind—S.W. Direction of lower wind—S.W. Force of lower wind—S.W. Direction of upper wind—S.W. Force of upper wind—S.W. Direction of surface wind—S.W. Force of surface wind—S.W. Direction of bottom wind—S.W. Force of bottom wind—S.W. Direction of top wind—S.W. Force of top wind—S.W. Direction of middle wind—S.W. Force of middle wind—S.W. Direction of lower wind—S.W. Force of lower wind—S.W. Direction of upper wind—S.W. Force of upper wind—S.W. Direction of surface wind—S.W. Force of surface wind—S.W. Direction of bottom wind—S.W. Force of bottom wind—S.W. Direction of top wind—S.W. Force of top wind—S.W. Direction of middle wind—S.W. Force of middle wind—S.W. Direction of lower wind—S.W. Force of lower wind—S.W. Direction of upper wind—S.W. Force of upper wind—S.W. Direction of surface wind—S.W. Force of surface wind—S.W. Direction of bottom wind—S.W. Force of bottom wind—S.W. Direction of top wind—S.W. Force of top wind—S.W. Direction of middle wind—S.W. Force of middle wind—S.W. Direction of lower wind—S.W. Force of lower wind—S.W. Direction of upper wind—S.W. Force of upper wind—S.W. Direction of surface wind—S.W. Force of surface wind—S.W. Direction of bottom wind—S.W. Force of bottom wind—S.W. Direction of top wind—S.W. Force of top wind—S.W. Direction of middle wind—S.W. Force of middle wind—S.W. Direction of lower wind—S.W. Force of lower wind—S.W. Direction of upper wind—S.W. Force of upper wind—S.W. Direction of surface wind—S.W. Force of surface wind—S.W. Direction of bottom wind—S.W. Force of bottom wind—S.W. Direction of top wind—S.W. Force of top wind—S.W. Direction of middle wind—S.W. Force of middle wind—S.W. Direction of lower wind—S.W. Force of lower wind—S.W. Direction of upper wind—S.W. Force of upper wind—S.W. Direction of surface wind—S.W. Force of surface wind—S.W. Direction of bottom wind—S.W. Force of bottom wind—S.W. Direction of top wind—S.W. Force of top wind—S.W. Direction of middle wind—S.W. Force of middle wind—S.W. Direction of lower wind—S.W. Force of lower wind—S.W. Direction of upper wind—S.W. Force of upper wind—S.W. Direction of surface wind—S.W. Force of surface wind—S.W. Direction of bottom wind—S.W. Force of bottom wind—S.W. Direction of top wind—S.W. Force of top wind—S.W. Direction of middle wind—S.W. Force of middle wind—S.W. Direction of lower wind—S.W. Force of lower wind—S.W. Direction of upper wind—S.W. Force of upper wind—S.W. Direction of surface wind—S.W. Force of surface wind—S.W. Direction of bottom wind—S.W. Force of bottom wind—S.W. Direction of top wind—S.W. Force of top wind—S.W. Direction of middle wind—S.W. Force of middle wind—S.W. Direction of lower wind—S.W. Force of lower wind—S.W. Direction of upper wind—S.W. Force of upper wind—S.W. Direction of surface wind—S.W. Force of surface wind—S.W. Direction of bottom wind—S.W. Force of bottom wind—S.W. Direction of top wind—S.W. Force of top wind—S.W. Direction of middle wind—S.W. Force of middle wind—S.W. Direction of lower wind—S.W. Force of lower wind—S.W. Direction of upper wind—S.W. Force of upper wind—S.W. Direction of surface wind—S.W. Force of surface wind—S.W. Direction of bottom wind—S.W. Force of bottom wind—S.W. Direction of top wind—S.W. Force of top wind—S.W. Direction of middle wind—S.W. Force of middle wind—S.W. Direction of lower wind—S.W. Force of lower wind—S.W. Direction of upper wind—S.W. Force of upper wind—S.W. Direction of surface wind—S.W. Force of surface wind—S.W. Direction of bottom wind—S.W. Force of bottom wind—S.W. Direction of top wind—S.W. Force of top wind—S.W. Direction of middle wind—S.W. Force of middle wind—S.W. Direction of lower wind—S.W. Force of lower wind—S.W. Direction of upper wind—S.W. Force of upper wind—S.W. Direction of surface wind—S.W. Force of surface wind—S.W. Direction of bottom wind—S.W. Force of bottom wind—S.W. Direction of top wind—S.W. Force of top wind—S.W. Direction of middle wind—S.W. Force of middle wind—S.W. Direction of lower wind—S.W. Force of lower wind—S.W. Direction of upper wind—S.W. Force of upper wind—S.W. Direction of surface wind—S.W. Force of surface wind—S.W. Direction of bottom wind—S.W. Force of bottom wind—S.W. Direction of top wind—S.W. Force of top wind—S.W. Direction of middle wind—S.W. Force of middle wind—S.W. Direction of lower wind—S.W. Force of lower wind—S.W. Direction of upper wind—S.W. Force of upper wind—S.W. Direction of surface wind—S.W. Force of surface wind—S.W. Direction of bottom wind—S.W. Force of bottom wind—S.W. Direction of top wind—S.W. Force of top wind—S.W. Direction of middle wind—S.W. Force of middle wind—S.W. Direction of lower wind—S.W. Force of lower wind—S.W. Direction of upper wind—S.W. Force of upper wind—S.W. Direction of surface wind—S.W. Force of surface wind—S.W. Direction of bottom wind—S.W. Force of bottom wind—S.W. Direction of top wind—S.W. Force of top wind—S.W. Direction of middle wind—S.W. Force of middle wind—S.W. Direction of lower wind—S.W. Force of lower wind—S.W. Direction of upper wind—S.W. Force of upper wind—S.W. Direction of surface wind—S.W. Force of surface wind—S.W. Direction of bottom wind—S.W. Force of bottom wind—S.W. Direction of top wind—S.W. Force of top wind—S.W. Direction of middle wind—S.W. Force of middle wind—S.W. Direction of lower wind—S.W. Force of lower wind—S.W. Direction of upper wind—S.W. Force of upper wind—S.W. Direction of surface wind—S.W. Force of surface wind—S.W. Direction of bottom wind—S.W. Force of bottom wind—S.W. Direction of top wind—S.W. Force of top wind—S.W. Direction of middle wind—S.W. Force of middle wind—S.W. Direction of lower wind—S.W. Force of lower wind—S.W. Direction of upper wind—S.W. Force of upper wind—S.W. Direction of surface wind—S.W. Force of surface wind—S.W. Direction of bottom wind—S.W. Force of bottom

Commercial.

LATEST QUOTATIONS.
 Hongkong and Shanghai Bank, 163 per cent. prem., sales and buyers.
 The National Bank of China, Ltd.—on £2.10 paid up—80 per cent. dis., sellers.
 The National Bank of China, Ltd.—Founders' shares, \$200 per share, sellers.
 The Bank of China, Japan & the Straits, Ltd.—\$111 per share, sales and buyers.
 The Bank of China, Japan & the Straits, Ltd.—Founders' shares, \$85 per share, sales and buyers.
 Chinese Imperial Loan of 1884, R—2½ per cent. premium, sellers.
 Chinese Imperial Loan of 1884, C—2 per cent. premium, buyers.
 Chinese Imperial Loan of 1886, E—14 per cent. premium.
 Union Insurance Society of Canton—\$90 per share, sellers.
 China Traders' Insurance Company—\$61 per share, buyers.
 North China Insurance—Tls. 257½ per share, sales and buyers.
 Canton Insurance Company, Limited—\$108 per share, buyers.
 Yangtze Insurance Association—\$102, buyers.
 On Tai Insurance Company, Limited—Tls. 150 per share.
 Hongkong Fire Insurance Company—\$315 per share, sellers.
 China Fire Insurance Company—\$90 per share, sellers.
 Hongkong, Canton, and Macao Steamboat Co.—\$34½ per share, sales and buyers.
 China and Manila Steam Ship Company—40 per share, sales and buyers.
 Indo-China Steam Navigation Company, Limited—22½ per cent. discount, sales.
 Douglas Steamship Company—\$37 per share, sales and buyers.
 The Steam Launch Co., Limited—nominal.
 Hongkong and Whampoa Dock Company—\$87 per cent. premium, buyers.
 Geo. Fenwick & Co., Limited—\$14 per share, sellers.
 Hongkong Hotel Company—\$50 per share, sellers.
 Hongkong Hotel Co.'s Six per cent. Debentures—\$50.
 The Austin Arms Hotel and Building Company, Limited—\$8 per share, buyers.
 The Peak Hotel and Trading Co., Limited—nominal.
 The Shamene Hotel Co., Limited—\$10, sellers.
 Punjion and Sunghie Dux Samanian Mining Co.—\$2 per share, buyers.
 The Raub Gold Mining Co., Limited—70 cents per share, buyers.
 Imuris Mining Co., Limited—\$8½ per share, sellers.
 The Halmoral Gold Mining Co., Limited—\$1 per share, nominal.
 Tongquin Coal Mining Co.—\$325 per share, sellers.
 The Jebleu Mining and Trading Co., Limited—\$4½ per share, buyers.
 The Selama Tin Mining Co., Limited—40 cents per share, sellers.
 London and Pacific Petroleum Co., Ltd.—£10 sellers.
 China Sugar Refining Company, Limited—\$174 per share, sellers.
 Luxon Sugar Refining Company, Limited—\$53 per share, buyers.
 A. S. Watson & Co., Limited—\$19 per share, buyers.
 Crickshank & Co., Limited—nominal.
 Hongkong Dairy Farm Co., Limited—\$7 per share, sales and sellers.
 The Kowloon Land Investment Co., Limited—\$10 per share, buyers.
 The Hongkong Land Investment Co., Limited—\$70 per share, sales and buyers.
 The West Point Buildings Co., Limited—\$23 per share, buyers.
 The Labuk Planting Co., Limited—nominal.
 The China-Borneo Co., Limited—nominal.
 H. G. Brown & Co., Limited—\$40 per share, sellers.
 Hongkong and Kowloon Wharf and Godown Company—\$62 per share, buyers.
 Hongkong Rope Manufacturing Company, Limited—\$117 per share, sales and buyers.
 Hongkong Gas Company—\$120 per share, nominal.
 Hongkong Ice Company—\$80 per share, sellers.
 Hongkong and China Bakery Company, Limited—\$75 per share.
 The Hongkong Brick and Cement Co., Limited—\$10 per share, nominal.
 The Green Island Cement Co.—\$14 per share, sellers.
 The Hongkong Electric Light Co., Limited—\$4½ per share, buyers.
 The Hongkong Steam Laundry Co., Limited—\$25 per share, nominal.
 The Hongkong High-Level Tramway Co., Limited—\$60 per share, sellers.

EXCHANGE.
 On LONDON—Bank, T. T. 3/11½
 Bank Bills, on demand 3/10½
 Bank Bills, at 4 months sight 3/10
 Credits at 4 months sight 3/10½
 Documentary Bills, at 4 months 3/10½
 On PARIS—Bank, T. T. 3/7
 Credits, at 4 months sight 3/8
 On India, T. T. 2/20½
 On Demand 2/21½
 On SHANGHAI—Bank, T. T. 7/11
 Private, 10 days sight 7/11

MAILS EXPECTED.
 THE GERMAN MAIL.
 The Norddeutscher Lloyd Co.'s steamer *Byrron*, with the German mail of the 22nd ult., left Singapore on the 17th instant, and may be expected here on the 23rd.
 THE AUSTRALIAN MAIL.
 The F. & A. S. S. Co.'s steamer *Catterthun*, left Port Darwin on the 20th instant *via* Timor, and may be expected here on the 29th.
 THE CANADIAN MAIL.
 The Canadian Pacific Steamship Co.'s steamer *Empress of India*, with the new Canadian mail left Vancouver on the 13th instant for Yokohama and Shanghai.

STEAMERS EXPECTED.
 The steamer *Torrell* left Hongkong on the morning of the 20th instant, and is due here on the 23rd.
 The Glen Line steamer *Glenvalley*, from London, left Singapore on the morning of the 17th instant, and is due here on the 24th.

Shipping.

ARRIVALS.
 HAIPHONG, British steamer, 1,123, J. Lewis, 22nd Jan.,—Foonchow 19th Jan., Amoy 20th, and Swatow 21st, General—D. LaPrak & Co.
 GLENFRUIT, British steamer, 1,892, E. Norman, 22nd Jan.,—Molli 17th Jan.,—Rice—Jardine, Matheson & Co.
 KWANLOKE, Chinese steamer, 1,508, R. Lincoln, 22nd Jan.,—Canton 22nd Jan., General—C. M. S. N. Co.
 ZATROU, British steamer, 675, A. W. R. Cobban, 22nd Jan.,—Manila 19th Jan.,—Hemp—Shewan & Co.
 DEUTEROS, German steamer, 1,197, W. Dine, 22nd Jan.,—Molli 16th January, Coals—Stemmen & Co.
CLEARANCES AT THE HARBOUR OFFICE.
Emerald, British steamer, for Manila.
Mongkut, British steamer, for Swatow.
Cicero, British steamer, for Molli.
Woolan, German steamer, for Molli.
DEPARTURES.
 January 21, *Lionship*, British str., for Canton.
 January 21, *Pigmy*, British gunboat, for Shanghai.
 January 21, *Pallan*, British cruiser, for Amoy.
 January 22, *Elie*, German steamer, for Kobe.
 January 22, *Wolton*, German str., for Molli.
 January 22, *Ancona*, British str., for Nagasaki.
PARSENGERS-ARRIVED.
 Per *Haiphong*, str. from Foonchow, &c.—Miss Jeffrey, Messrs. Boyd, Maclean, and 50 Chinese.
 Per *Glenfruit*, str. from Molli—Miss C. E. M. Taylor for London.
 Per *Zatrou*, str. from Manila—Mr. and Mrs. J. Garcia Conella and 3 children, Messrs. R. Love, Gavin, Brown, Geo. Hawkins, Ali J. Harlick, and 27 Chinese for Amoy.
REPORTS.
 The British steamer *Zatrou* reports that she left Manila on the 19th instant. Had light north-east winds and fine weather on the Luzon coast. On opening Ballintang Channel had strong monsoon with high sea, which continued to within 50 miles from China coast; thence had moderate north-east winds and fine weather to port.
 The British steamer *Haiphong* reports that she left Foonchow on the 19th instant. Had moderate to fresh north-east breeze and cloudy sky to Amoy. Left Amoy on the 20th. Had moderate to strong north-east breeze and high sea with cloudy sky to Swatow. Left Swatow on the 21st. Had moderate north to east-north-east breeze and fine clear weather to port. In Foonchow the steamships *Pichili* and *Fuchen*, and the French gunboats *Villars* and *Lion*. In Amoy the steamships *Hangchow* and *Smith*. In Swatow the steamships *Fookiang* and *Singan*.
 The British steamer *Glenfruit* reports that she left Molli on the 17th instant. Had strong north-west winds with heavy snow squalls, and thick weather. On Monday, the 18th, same weather continuing. On Tuesday, the 19th, heavy weather and north-west winds with very high and dangerous sea running, shipping large quantities of water fore and aft, found it necessary for safety to put ship's head to wind and sea and slow engines. On Wednesday, the 20th, had moderate weather. On Thursday, the 21st, had strong north-east winds and heavy sea with overcast cloudy weather. On the 20th, passed the barque *Tarabana* of Hongkong, in lat 27° 9' north and long. 121° 16' east.

Post Office.
 A MAIL WILL CLOSE.
 For Yokohama and Higo—Per *Bellona* to-morrow, the 23rd instant, at 11.30 A.M.
 For Molli—Per *Cicero* to-morrow, the 23rd instant, at 11.30 A.M.
 For Yokohama and San Francisco—Per *Belgic* to-morrow, the 23rd instant, at 3.30 P.M.
 For Manila—Per *Don Juan* to-morrow, the 23rd instant, at 3.30 P.M.
 For Amoy, Saigon, Singapore, Batavia, Samarang, and Sourabaya—Per *Bornio* to-morrow, the 23rd instant, at 2.30 P.M.
 For Swatow, Amoy, and Tamsui—Per *Halong* to-morrow, the 23rd instant, at 2.30 P.M.
 For Samarang and Sourabaya—Per *Soochow* on Sunday, the 24th instant, at 9.00 A.M.
 For Swatow and Shanghai—Per *Sungliang* on Sunday, the 24th instant, at 9.00 A.M.
 For Nagasaki and Kobe—Per *Tachikow* on Sunday, the 24th instant, at 9.00 A.M.
 For Straits and Bombay—Per *Niam* on Monday, the 25th instant, at 11.30 A.M.
 For Straits and Calcutta—Per *Chelydra* on the 25th instant, at 11.30 A.M.
 For Port Darwin, Thursday Island, Cocktown, Townsville, Brisbane, Sydney, and Melbourne—Per *Changsha* on Monday, the 25th instant, at 3.30 P.M.
 For Straits, Colombo, and Bombay—Per *Milnes* on Tuesday, the 26th instant, at 11.30 A.M.
 For Singapore—Per *Lydia* on Wednesday, the 27th instant, at 10.30 A.M.
 For Europe, etc., Australia, India, etc., Madras, and Mauritius—Per *Yangtze* on Wednesday, the 27th instant, at 11.30 A.M.

SEIPPING IN HONGKONG.
STEAMERS.
 AMERICA, Norwegian steamer, 528, John James, 10th Jan.,—Pakhoi, and Hoihow 10th Jan., General—Meyer & Co.
 BELGIC, British steamer, 1,665, Wm. H. Walker, 14th Jan.,—San Francisco 10th Dec., and Yokohama 9th Jan., Mails and General—C. M. S. N. Co.
 JELLYON, German steamer, 2,024, R. Schuder, 20th Jan.,—Singapore 19th Jan., General—Stemmen & Co.
 BORANZO, Dutch steamer, 1,560, H. Kleis, 18th Jan.,—Hoihow 16th Jan., Sugar and Oil—Jardine, Matheson & Co.
 CHANGSHA, British steamer, 1,463, J. E. Williams, 18th Jan.,—Shanghai 15th Jan., General—Butterfield & Swire.
 CHARLES TOWERS, British steamer, 1,095, Symington, 17th Jan.,—Batavia 4th Dec., Constantinople 7th Dec., 18th, Port of Call 24th, and Singapore 6th Jan., General—Petroleum—Milne & Buzan Kishida.
 CHIKYUO, British steamer, 1,490, R. Carr, 16th Jan.,—Calcutta 10th Dec., and Singapore 8th Jan., General—Jardine, Matheson & Co.
 CHOW-CHOW, German steamer, 1,197, W. Dine, 14th Jan.,—Manila 10th Jan., General—Melchers & Co.

RIVER STEAMERS.
 Fekhan, British steamer, 2,250, W. J. Raby, 10th Jan.,—Canton, and Macao Steamboat Co.
 Hailow, British steamer, 2,235, Lloyd—Sourabaya & Swire.
 Heungshan, British steamer, 1,055, W. E. Clarke, Hongkong, Canton, and Macao Steamboat Co.
 Ho-nan, British steamer, 1,777, G. B. Lefavour, Hongkong, Canton, and Macao Steamboat Co.
 Kiang-shing, Chinese steamer, 400, Holmes—China Merchants S. N. Co.
 Kiang-shing, British steamer, 617, Hongkong, Canton, and Macao Steamboat Co.
 Kiang-chow, British steamer, 285, T. A. Webster, Hongkong, Canton, and Macao Steamboat Co.
 Kiang-kwan, Chinese steamer, 1,200, Kalgita—C. M. S. N. Co.
 Pao, Chinese steamer, 24, J. W. Stavers—C. M. S. N. Co.
 Fowan, British steamer, 1,500, S. W. Goggin, Hongkong, Canton, and Macao Steamboat Co.
 Taido, British steamer, 758, Goldcliff—China Merchants S. N. Co.
 White Cloud, British steamer, 597, A. Crick, Hongkong, Canton, and Macao Steamboat Co.

HONGKONG-STEAMERS.
Continued.
 CHUNAM, German steamer, 621, W. Wendt, 16th Dec.,—Hoihow 15th Dec., Ballast—C. M. S. N. Co.
 CICERO, British steamer, 1,030, A. George, 23rd Dec.,—Sourabaya 15th Dec., Sugar—Butterfield & Swire.
 CONTINENTAL, Dutch steamer, 672, C. Schall, 21st Jan.,—Hoihow 18th Jan., and Hoihow 20th, Rice and General—Order.
 DON JUAN, Spanish steamer, 654, R. Beltrán, 21st Jan.,—Manila 16th Jan., and Amoy 20th, General—Brandis & Co.
 EMPRESS OF CHINA, British steamer, 3,001, Henry Pybus, 9th Jan.,—Vancouver 17th Dec., Yokohama 3rd Jan., and Shanghai 7th, Mails and General—Doddwell, Carill & Co.
 EMERALDA, British steamer, 966, S. A. Taylor, 19th Jan.,—Manila 15th Jan., and Amoy 18th, General—Shewan & Co.
 FAME, British steamer, 117, Captain McIsaac, Hongkong Government Steamer.
 GENERAL WERDER, German steamer, 1,810, B. Blanke, 14th Jan.,—Yokohama, Kobe, and Nagasaki 6th Jan., Mails and General—Melchers & Co.
 HALOONO, British steamer, 781, Roach, 21st Jan.,—Swatow 20th Jan., General—D. LaPrak & Co.
 HAIPHONG, French steamer, 874, Faure, 13th Jan.,—Haiphong 10th Jan., and Hoihow 12th, Rice—Messageries Maritimes.
 LEO SOX, British steamer, 1,020, A. Benson, 19th Jan.,—Samarang 9th Jan., Sugar—Yuen Fat Hong.
 MELPOMENE, Austro-Hungarian steamer, 1,818, H. Milla, 17th Jan.,—Bombay 24th Jan., and Singapore 10th Jan., General—D. Sassoon, Sons & Co.
 MONGKUT, British steamer, 850, Geo. Anderson, 17th Jan.,—Bangkok 7th Jan., and Anglin 9th, General—Yuen Fat Hong.
 NIZAM, British steamer, 1,615, Geo. L. Langborne, R.N.R., 15th Jan.,—Bombay 25th Dec., and Singapore 6th Jan., General—P. & O. S. N. Co.
 PICCOLA, German steamer, 875, E. Haas, 17th Jan.,—Hoihow 16th Jan., General—Melchers & Co.
 PILOT FISH, British steamer, 161, A. Stopani—Hongkong and Whampoa Dock Co.
 PROPONTIS, British steamer, 1,387, Farrad, 12th Jan.,—Java 4th Jan., Sugar—Butterfield & Swire.
 SOOCHOW, British steamer, 999, Quail, 17th Jan.,—from Java, Sugar—Butterfield & Swire.
 STORE NORDISKE, Danish steamer, 596, E. Sennon, 17th Jan.,—a cruise 8th Jan.—G. N. Telegraph Co.
 SUNGKIANG, British steamer, 999, C. B. N. Dodd, 21st Jan.,—Kuchinotzu 16th Jan., Coal—Butterfield & Swire.
 SUSSEX, British steamer, 650, M. F. Holt, 17th Jan.,—Portland, via Victoria, and Molli 18th Jan., Flour and Matches—Gibb, Livingston & Co.
 TATICE, German steamer, 902, N. Emcke, 17th Jan.,—Manila 15th Jan., Ballast—Meyer & Co.
 VELOX, German steamer, 636, Johansson, 17th Dec.,—Canton 11th Dec., General—Stemmen & Co.
 WHAMPOA, British steamer, 1,009, Clegg, 11st Jan.,—from Samarang, Sugar—Butterfield & Swire.

SAILING VESSELS.
 ADAM W. SPIES, American bark, 1,171, Acting Captain, chief officer, 22nd Nov.,—New York 4th June, Oil—Order.
 ARON, Norwegian bark, 654, A. Christensen, 22nd Nov.,—Singapore 16th Oct., Timber—Kwong Mow Yee.
 AYUORA, British bark, 295, O. Wagener, 8th Jan.,—Singapore 23rd Nov., General—Chinese.
 B. F. HUNT, American bark, 1,100, John Hainard, 24th Nov.,—New York 30th May, Kerosene Oil—Order.
 COLOMA, American bark, 870, C. M. Noyes, and Jan.,—Portland, Oregon 31st Oct., Spars and Lumber—Order.
 FUKUOKI, Chinese bark, 457, Examinate Optum den bulk, Stencutters' Island—Chinese Customs.
 GOV. ROBE, American ship, 1,617, A. Nichols, 20th Nov.,—New York 7th July, Kerosene Oil—Order.
 KATE F. TROOP, British bark, 1,097, A. G. Banks, 16th Jan.,—New York 1st August, Kerosene Oil—Order.
 L'AYENNE, British bark, 311, J. H. Borstel, 6th Jan.,—Albany 9th October, Sandalwood—Order.
 MARTHA DAVIS, American bark, 832, Pendleton, 25th Dec.,—Honolulu, 29th Nov., Oil—Shewan & Co.
 NAN-SHUN-SHING, Chinese 3-m. schooner, 245, Loo Light Tong, 25th Sept.,—Touzon 24th Sept., Wood—Yong Kee.
 R. R. THOMAS, American ship, 1,533, P. B. Nichols, 6th Dec.,—New York 14th July, Kerosene Oil—Jardine, Matheson & Co.
 VELOCITY, British bark, 491, R. Marlin, 19th Dec.,—Honolulu 5th November, Ballast—Chinese.

STEAMERS EXPECTED IN HONGKONG.

STEAMERS	FROM	DATE DUE	AGENTS
Torrington	Singapore	Jan. 23rd	Doddwell, Carill & Co.
Glenvalley	London	Jan. 24th	Jardine, Matheson & Co.
Lightning	Calcutta	Jan. 24th	D. Sassoon, Sons & Co.
Benlawers	London	Jan. 26th	Gibb, Livingston & Co.
Caledonia	Australia	Jan. 26th	Gibb, Livingston & Co.
Bisagno	Marseilles	Jan. 29th	Messageries Maritimes
	Bombay	Feb. 3rd	Canlows & Co.

STEAMERS LOADING IN HONGKONG.

DESTINATION	VESSELS	AGENTS	DATE OF LEAVING
Marseilles, via Saigon, &c.	Yangtze	Messageries Maritimes	Jan. 27th, at noon
London, via Suez Canal	Glenfruit	Jardine, Matheson & Co.	About Jan. 23rd
Bremen and Ports of Call	Glenvalley	Jardine, Matheson & Co.	About Jan. 27th
Flume and Straits, &c.	Bayera	Melchers & Co.	Feb. 13th, at 3 p.m.
Antwerp and Liverpool	Melpomene	Doddwell, Carill & Co.	Jan. 26th, at noon
New York, via Singapore	Pathan	Doddwell, Carill & Co.	About Feb. 3rd
San Francisco, via Panama	Chelydra	O. & O. S. N. Co.	To-morrow, at 1 p.m.
Vancouver, B.C., via S. &c.	Empress of China	Pacific Mail S. S. Co.	Feb. 4th, at 4 p.m.
Calcutta, via Straits, &c.	Corone	Doddwell, Carill & Co.	Feb. 2nd, at noon
Samarang, Sourabaya, &c.	Nizam	Jardine, Matheson & Co.	Jan. 25th, at noon
Singapore, Haue, &c.	Cardiganhire	P. & O. S. N. Co.	Jan. 25th, at noon
Singapore, Haue, &c.	Lydia	Doddwell, Carill & Co.	About Feb. 15th
Yokohama, Kobe, &c.	General Werder	Melchers & Co.	Jan. 27th, at noon
Yokohama and Higo	Bellona	Stemmen & Co.	To-morrow, at noon
Nagasaki, Kobe, &c.	Torrington	Doddwell, Carill & Co.	About Jan. 26th
Manila	Don Juan	Brandis & Co.	To-morrow, at 1 p.m.
Swatow, Amoy and Tamsui	Halooong	Douglas LaPrak & Co.	Jan. 24th, daylight

Occidental and Oriental Steamship Company.
 TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE;
 VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.
PROPOSED SAILINGS FROM HONGKONG.
Belgic (via Honolulu), Tuesday 16th Feb.
Gallic (via Honolulu), Thursday 10th March.
 THE *Belgic* will be despatched for San Francisco, via Yokohama, on SATURDAY, the 23rd Jan., at 1 P.M. Connection being made at Yokohama with Steamers from Shanghai and Japan Ports.
RATES OF PASSAGE.
 From Hongkong, First-class.
 To San Francisco, Vancouver, Victoria, Esquimaux, New Westminster, Port Townsend, Seattle, Tacoma, Portland, O., \$225.00
 To Liverpool and London..... 325.00
 To Paris and Bremen..... 345.00
 To Havre and Hamburg..... 345.00
 Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers.
RATES OF PASSAGE TO OVERLAND CITIES. FIRST CLASS.

DESTINATION	Day Ticket	Continental Ticket
Kansas City, Mo., Omaha, Neb.	285.00	291.50
St. Louis, Mo.	292.50	299.00
St. Paul, Minn., Minneapolis, Minn.	292.50	299.00
Chicago, Ill.	292.50	299.00
Milwaukee, Wis.	292.50	299.00
Cincinnati, Ohio	292.50	299.00
Columbus, Ohio	292.50	299.00
Cleveland, Ohio	292.50	299.00
Toronto, Canada	292.50	299.00
Pittsburg, Penn.	292.50	299.00
Washington, D.C., Baltimore, Md.	292.50	299.00
Montreal, Canada	292.50	299.00
Philadelphia, Penn.	292.50	299.00
New York	292.50	299.00
Boston, Mass.	292.50	299.00
Portland, Maine	292.50	299.00

All the above Rates are in Mexican Dollars.
 Special rates (first-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in service of China and Japan, and to Government officials and their families.
 Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific, or Canadian Pacific Railways.
 Return Tickets—First Class—Prepaid return tickets to San Francisco will be issued at following rates:
 4 months.....\$337.50
 12 months.....\$393.75
 Time is reckoned from date of issue to date of re-embarkation at San Francisco.
 Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. from Return Tickets. This allowance does not apply to Through fares from China and Japan to Europe.
 Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and inland cities of the United States, via Overland Railways, to Havre, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting steamers.
 Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Tickets and all Parcel Packages should be marked to address in full; value of same is required.
 Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.
 For further information as to Passage or Freight, apply to the Agency of the Company, No. 72, Queen's Road Central.
 J. S. VAN BUREN, Agent.
 Hongkong, 31st December, 1891.

Hotels.
THE SHAMEN HOTEL.
 BRITISH CONCESSION, CANTON.
 THIS FIRST CLASS HOTEL, admirably situated within a few minutes walk of the River Steamer Wharves, is now open to receive Visitors.
 The Bed-rooms are cool, airy and comfortably furnished, and the spacious Dining Room, Sitting Room, and accommodation generally will be found equal to the best Hotels in the Far East.
 The Table D'hoie is supplied with every luxury in season, and the cuisine is in expert hands.
 Wines, Spirits, Malt Liquors, etc., of the best quality only.
 WELL-APPOINTED BILLIARD ROOM.
 A. F. DO ROZARIO, Manager.
 Hongkong, 1st September, 1891.

NOTICE.
JAY'S SANITARY COMPOUNDS COMPANY, LIMITED.
JAY'S WOOD PRESERVER OR ANTI-TERPENTINE PAINT.
 THE Undersigned have this day appointed SOLE AGENTS for the sale of these PERFECT DISINFECTANTS, and are prepared to supply quantities to suit purchasers at Wholesale Prices. Extra Special rates for Shipping and large Orders.
 Sir, ROBERT RAWLINSON, C.B., Chief Engineer, Rangoon, Local Government Head Office, Rangoon.
 It is the best Disinfectant in use.
 W. G. HUMPHREYS & Co., Bank Buildings, 11, 13, 15, 17, 19, 21, 23, 25, 27, 29, 31, 33, 35, 37, 39, 41, 43, 45, 47, 49, 51, 53, 55, 57, 59, 61, 63, 65, 67, 69, 71, 73, 75, 77, 79, 81, 83, 85, 87, 89, 91, 93, 95, 97, 99, 101, 103, 105, 107, 109, 111, 113, 115, 117, 119, 121, 123, 125, 127, 129, 131, 133, 135, 137, 139, 141, 143, 145, 147, 149, 151, 153, 155, 157, 159, 161, 163, 165, 167, 169, 171, 173, 175, 177, 179, 181, 183, 185, 187, 189, 191, 193, 195, 197, 199, 201, 203, 205, 207, 209, 211, 213, 215, 217, 219, 221, 223, 225, 227, 229, 231, 233, 235, 237, 239, 241, 243, 245, 247, 249, 251, 253, 255, 257, 259, 261, 263, 265, 267, 269, 271, 273, 275, 277, 279, 281, 283, 285, 287, 289, 291, 293, 295, 297, 299, 301, 303, 305, 307, 309, 311, 313, 315, 317, 319, 321, 323, 325, 327, 329, 331, 333, 335, 337, 339, 341, 343, 345, 347, 349, 351, 353, 355, 357, 359, 361, 363, 365, 367, 369, 371, 373, 375, 377, 379, 381, 383, 385, 387, 389, 391, 393, 395, 397, 399, 401, 403, 405, 407, 409, 411, 413, 415, 417, 419, 421, 423, 425, 427, 429, 431, 433, 435, 437, 439, 441, 443, 445, 447, 449, 451, 453, 455, 457, 459, 461, 463, 465, 467, 469, 471, 473, 475, 477, 479, 481, 483, 485, 487, 489, 491, 493, 495, 497, 499, 501, 503, 505, 507, 509, 511, 513, 515, 517, 519, 521, 523, 525, 527, 529, 531, 533, 535, 537, 539, 541, 543, 545, 547, 549, 551, 553, 555, 557, 559, 561, 563, 565, 567, 569, 571, 573, 575, 577, 579, 581, 583, 585, 587, 589, 591, 593, 595, 597, 599, 601, 603, 605, 607, 609, 611, 613, 615, 617, 619, 621, 623, 625, 627, 629, 631, 633, 635, 637, 639, 641, 643, 645, 647, 649, 651, 653, 655, 657, 659, 661, 663, 665, 667, 669, 671, 673, 675, 677, 679, 681, 683, 685, 687, 689, 691, 693, 695, 697, 699, 701, 703, 705, 707, 709, 711, 713, 715, 717, 719, 721, 723, 725, 727, 729, 731, 733, 735, 737, 739, 741, 743, 745, 747, 749, 751, 753, 755, 757, 759, 761, 763, 765, 767, 769, 771, 773, 775, 777, 779, 781, 783, 785, 787, 789, 791, 793, 795, 797, 799, 801, 803, 805, 807, 809, 811, 813, 815, 817, 819, 821, 823, 825, 827, 829, 831, 833, 835, 837, 839, 841, 843, 845, 847, 849, 851, 853, 855, 857, 859, 861, 863, 865, 867, 869, 871, 873, 875, 877, 879, 881, 883, 885, 887, 889, 891, 893, 895, 897, 899, 901, 903, 905, 907, 909, 911, 913, 915, 917, 919, 921, 923, 925, 927, 929, 931, 933, 935, 937, 939, 941, 943, 945, 947, 949, 951, 953, 955, 957, 959, 961, 963, 965, 967, 969, 971, 9